

EXPECTED IMPLEMENTATION JULY 2020

350 CEMENT CONCRETE PAVEMENT (REV 1/22/20) (FA 2/4/20) (7/20)

SECTION 350 is deleted and the following substituted:

350-1 Description.

Construct Portland cement concrete pavement in one course, on a prepared subgrade or base. Use either the fixed-form or the slip-form method of construction. When reinforced cement concrete pavement is specified or required, use concrete reinforced with steel bars or welded wire reinforcement, in accordance with details shown in the Plans. The Engineer may require a demonstration of equipment and paving operations.

If any uncontrolled cracks appear during the life of the Contract, remove and replace the cracked concrete at no expense to the Department. Investigate and implement immediate effective solutions to eliminate further cracks, in consultation with, and subject to the approval of the Engineer.

350-2 Materials.

Meet the following requirements except as modified herein:

Concrete	Section 346
Grinding Concrete Pavement	Section 352
Curing Materials	Section 925
Embedded Items.....	Section 931
Joint Seal.....	Section 932

Submit a mix design to the Engineer for approval prior to use. Provide concrete with a minimum 28 day compressive strength of 3,000 psi and maximum water to cementitious materials ratio of 0.50. The requirements of Sections 346-3 and 346-4 do not apply. Notify the Engineer if any of the component quantities are adjusted. If any material sources change, resubmit the mix design to the Engineer for approval prior to use.

For concrete pavement placed using the slip-form method of construction, utilize concrete with a target slump of 1.5 inches plus or minus 1 inch. For concrete pavement placed by hand in constructed forms, utilize concrete with a target slump of 3 inches plus or minus 1.5 inches.

350-3 Equipment.

350-3.1 General: Ensure the equipment and tools used have the capability of handling materials and performing all parts of the work and meet the following requirements:

To be of such capacity that the paver operates continuously and at a constant rate of production, with starting and stopping held to a minimum.

When equipment operates on the side forms, use scraping devices to clean accumulations from the top of the forms and wheels.

The forms will be a rigid material and mortar tight. Ensure that the alignment and grade of all forms are in accordance with the contract documents, prior to the placing of concrete.

EXPECTED IMPLEMENTATION JULY 2020

D

350-3.2 Slip-Form Paver: Use a self-propelled slip-form paving system consisting of a slip-form paver and if needed, a concrete spreader to distribute, strike-off, consolidate, and screed the freshly placed concrete in one complete pass to produce a dense and homogeneous pavement requiring minimal hand finishing. The slip-form paving machine must extrude concrete into a shape using attached molding components consisting of a profile pan and side forms. The slip-form paving machine must be equipped with the following components:

1. Automatic controls to regulate line and grade from either or both sides of the machine.
2. Vibrators to consolidate the concrete for the full width and depth of the course placed in a single pass and designed and constructed so no spreading or slumping of the concrete occurs.
3. A positive interlock system to stop all vibration and tamping elements when forward motion of the machine stops.

R

For finishing small areas of concrete pavement, the Contractor may use alternative finishing equipment if approved by the Engineer. This equipment must produce equivalent results including adequate consolidation by internal vibration and an acceptable finish.

350-3.3 Vibratory Equipment: Consolidate the concrete for the full width and depth of concrete in a single pass of an approved internal vibrator system. Operate internal vibrators within a frequency range of 4,000 to 8,000 vibrations per minute (vpm). The Engineer may authorize lowering the minimum vibration frequency to 3,500 vpm for isolated sections of paving such as super elevations.

A

Do not operate vibrators in a manner to cause segregation, either a downward displacement of large aggregate particles or an accumulation of laitance on the surface of the concrete. Reduce the vibrator frequency when forward motion of the paver is decreasing.

Stop vibrators whenever forward motion of the paver is stopped.

For internal vibrators, set the depth of penetration at the paver screed pan or below while passing above any dowels and dowel baskets. Use an operating position locking device so that no part of the vibrating unit will be in contact with reinforcing steel or tie bars while paving.

F

Meet the manufacturer's recommendations for the horizontal spacing of the vibrators or 16 inches from center to center of the vibrators, whichever is less.

Ensure that the longitudinal axis of the vibrator body is mounted approximately parallel to the direction of paving.

Use vibrators that meet or exceed the following specifications at the manufacturer's design frequency of 8,000 vpm:

1. Amplitude (peak to peak) 0.070 inches.
2. Centrifugal force 1,200 pounds.

350-3.4 Vibratory Monitoring Equipment: All projects with concrete paving over 15,000 square yards in area, or 1 mile in length, must use an electronic vibrator monitoring device displaying the operating frequency of each individual internal vibrator.

T

Use a monitoring device with a readout display visible to the paver operator and the Engineer while paving. Display all vibrator frequencies with manual or automatic sequencing among all individual vibrators. Record the clock time, station

EXPECTED IMPLEMENTATION JULY 2020

location, paver track speed, and operating frequency of individual vibrators. Provide an electronic record of the data to the Engineer daily for the first 3 days of paving and weekly thereafter. The Engineer may adjust the frequency submission if necessary.

If the electronic monitoring and recording devices fail to operate properly, immediately check the vibrators manually. If the vibrators are functioning properly, paving may continue. Correct the malfunction within 3 days.

350-3.5 Curing Compound Application Equipment: Use equipment for applying membrane curing compound that is self-propelled and capable of uniformly applying the curing compound at the specified rate. Use mechanical spray equipment that continuously stirs the curing compound, by effective mechanical means. Thoroughly atomize the curing compound during the spraying operation so that the finished surface of the fresh concrete will not be marred. Cover the entire surface of the pavement and, with slip-form type paving, the vertical faces by a single pass of the machine. Only use spray nozzles that are equipped with appropriate wind guards to ensure uniform application.

Power-spray equipment may be used to apply curing compound to areas where it is impracticable to operate the self-propelled equipment.

350-4 Subgrade Preparation.

Complete the construction of the subgrade for a distance of at least 500 feet ahead of the paving operation. Maintain the finished subgrade in a smooth, compact condition. Restore any areas which are disturbed prior to placing the concrete. Do not place concrete on a frozen subgrade.

Uniformly moisten the subgrade surface ahead of the paving operations with no standing water.

350-5 Setting Forms.

For straight forms, use only steel forms intended for concrete pavement. For curved work, use forms approved by the Engineer.

Clean forms and apply a release agent in accordance with the manufacturer's recommendations before use.

Align and grade so that the forms rest firmly, throughout their entire length, upon the subgrade surface. Join forms neatly and tightly. Brace the form to resist the pressure of the placed concrete and equipment operating on them. Obtain the Engineer's approval of the alignment and grade of all forms before and immediately prior to the placing of concrete.

350-6 Protection from Weather.

Protect unhardened concrete from effects of inclement weather. Cease production and paving operations in rain. The following will apply during paving in cold and hot weather:

1. During the cold weather paving, do not mix or place concrete when the air temperature is below 40°F. Protect the fresh concrete from freezing in accordance with Section 400 until the concrete reaches a minimum compressive strength of 1,500 psi.

2. During paving in hot weather, cool the aggregates and mixing water as necessary to maintain the concrete temperature at not more than 100°F at time of placement with the protective covering.

EXPECTED IMPLEMENTATION JULY 2020

350-7 Placement Widths.

The Contractor may construct the pavement either in lanes as determined by the longitudinal joints shown in the Plans, or for the full width of the pavement in one operation. Construct the pavement to the full width of the lane or slab in a single construction operation. When constructing pavement in separate lanes, do not deviate the junction line from the true line shown in the Plans by more than 1/2 inch at any point.

350-8 Delivery Certification.

Ensure that a printed delivery ticket is furnished with each batch of concrete before unloading at the placement site. Include the following information on the delivery ticket:

1. Mix design number.
2. Time all materials are introduced into mixer.
3. Cubic yards in this load.

At the end of each day's production provide a summary listing all the daily ticket numbers along with the signature of the plant operator attesting to the accuracy and conformance of each load delivered to the project.

350-9 Sampling and Testing Methods.

350-9.1 General: Meet the requirements of 346-8 and 346-9, with the exception of air content.

350-9.2 Sampling Frequency for Quality Control Tests: Sample and test concrete of each design mix for temperature and compressive strength tests once per LOT.

A LOT is defined as the concrete placement of 2,000 square yards or one day's production, whichever is less. The LOT must be of the same type of placement method, such as slip form or formwork methods. Partial LOTs of less than 500 square yards will be combined with the previous LOT for testing and acceptance purposes.

350-9.2.1 Reduced Frequency for Quality Control Tests: Reduced frequency for testing may be requested in accordance with Section 346. The LOT may represent a maximum production quantity of 4,000 square yards as approved by the Engineer.

350-9.2.2 Sampling Frequency for Verification: The Engineer will verify one of every four consecutive LOTs, randomly selected, for each mix design in accordance with 346-8.

The Engineer may perform additional independent verifications tests. All QC activities, calculations and inspections may be randomly confirmed by the Engineer. The Engineer may obtain additional samples for informational purposes.

350-10 Striking-off, Consolidating, and Finishing Concrete.

350-10.1 General Requirements: Immediately after placing the concrete, strike-off, consolidate, and finish it to produce a finished pavement in accordance with the cross-section, width, and surface finish required by the Contract Documents. After screeding while the concrete is plastic, correct all flaws such as cavities, blemishes, marks, or scratches that will not be removed by grinding.

EXPECTED IMPLEMENTATION JULY 2020

D Provide a concrete surface true to grade, cross slope and superelevation, and free of irregularities. If the Engineer permits adding water to assist the finishing operations, apply water as a fog spray by means of approved spray equipment.

350-10.2 Hand Methods: Use hand methods in areas of narrow width or irregular dimensions, where operation of a slip-form paver is impracticable or when using fixed form paving.

350-10.2.1 Strike-off and Screeding: Use a portable screed of an approved design, constructed either of metal or of other suitable material shod with metal, to strike-off and screed the concrete. Use a screed that is sufficiently rigid to retain its shape and is at least 2 feet longer than the maximum width of the strip to be screeded.

350-10.2.2 Consolidation: Use hand-operated spud-type vibrators to consolidate.

350-10.3 Work Bridges: Provide work bridges or other devices necessary for access to the pavement surface for the purpose of inspection, finishing, straightedging, and performing corrective work.

350-10.4 Cross Slope: Control the cross slope using a level with a minimum length of 4 feet or a digital measuring device approved by the Engineer. Make this level or measuring device available at the jobsite at all times during paving operations.

A Measure the cross slope at a minimum frequency of one measurement every 100 feet. When the difference between the measured cross slope and the design cross slope exceeds plus or minus 0.2% for travel lanes (including auxiliary lanes) or plus or minus 0.5% for shoulders, make any necessary corrections immediately to bring the cross slope for subsequent paving into the acceptable tolerance.

Upon approval of the Engineer, the frequency of the cross-slope measurements may be reduced to one measurement every 200 feet during paving operations when the cross slope is consistently within the acceptable tolerance.

350-11 Final Finish.

350-11.1 Finishing: Use a burlap drag that consists of two layers of medium weight burlap with the trailing edge of the lower layer extending approximately 2 inches behind the upper layer. Support the burlap drag in a manner so that a length of at least 3 feet of burlap is in contact with the pavement.

F Except in areas where using hand methods to construct the pavement, support the lead end of the burlap drag by a traveling bridge. Maintain the drag clean and free from encrusted mortar. Replace the burlap with new material as necessary.

Apply a broom or burlap finish to areas constructed using hand methods.

350-11.2 Edging: After applying the final finish, but before the concrete has become nonplastic, carefully round the edges to a 1/4 inch radius on each side of transverse expansion joints and construction joints and along any structure extending into the pavement. Produce a well-defined and continuous radius, and obtain a smooth, dense mortar finish. Completely remove all concrete from the top of the joint filler.

350-12 Curing.

350-12.1 General: After completing the finishing operations and as soon as the concrete has hardened sufficiently to not mar the surface, cure the entire surface and, when the slip-form method is used, cover and cure the edges of the newly placed concrete. Do not leave freshly placed concrete exposed for more than 30 minutes without

T

EXPECTED IMPLEMENTATION JULY 2020

D
applying curing protection. Failure to provide sufficient curing materials to adequately cure the concrete in place in a timely manner may result in the suspension of paving operations.

Continuously cure the freshly placed concrete for a period of 72 hours, exclusive of any periods when the temperature of the surface of the concrete falls below 50°F.

350-12.2 White-Pigmented Curing Compound: Uniformly apply a Type 2 white-pigmented curing compound meeting the requirements of Section 925 to the surfaces to be cured, including the edges of slip-form produced paving, in a single coat of continuous film, at the minimum rate of 1 gallon per 200 square feet.

During application, thoroughly mix the compound in accordance with the manufacturer's recommendation.

R
Do not apply curing compound during periods of rainfall. Do not apply curing compound to the inside faces of joints to be sealed. Should the film become damaged from any cause within the required curing period, repair the damaged portions immediately with additional compound. If using forms, upon their removal, immediately coat the sides of the slabs exposed to provide a curing treatment equal to that provided for the surface.

350-12.3 Removal of Forms: Do not remove forms from freshly placed concrete for at least 12 hours after placement. Remove forms carefully so as to avoid damage to the pavement. After removing the forms, immediately cure the sides of the slab in the same manner as the surface of the pavement.

A 350-13 Joints.

350-13.1 General: Construct joints at the locations and in accordance with the details shown in Standard Plans, Indexes 350-001 and 370-001 and the Contract Documents.

350-13.2 Longitudinal Joints: Construct longitudinal construction joints in accordance with the details shown in the Plans. Construct longitudinal lane-tie joints within the limits of the pavement placed, in accordance with the details shown in the Plans by sawing a groove in the surface of the hardened concrete.

350-13.2.1 Tie Bars: Place deformed steel tie bars at the required depth, parallel to the finished surface, at right angles to the joint and at the uniform spacing required in the Plans. Place them in the plastic concrete using approved equipment, or rigidly support them on the subgrade by approved devices capable of preventing displacement prior to placing of the concrete. Do not paint or coat the bars with any material before placing them in the concrete.

F
Use Grade 40 reinforcing steel when placing tie bars along a longitudinal construction joint by inserting bars with a 90 degree bend in the edge of the plastic concrete. When the concrete hardens, straighten the bar and replace any bar broken while being straightened in an approved manner.

T
Do not insert steel tie-bars into the unsupported side of the freshly formed slab. The Contractor may place tie-bars into position prior to extrusion from the paver by insertion through a temporary support form placed against the form slab, or by other means approved by the Engineer. Use a method that results in placement of the tie-bars at the specified locations without damaging or disrupting the plastic concrete.

350-13.3 Transverse Joints:

EXPECTED IMPLEMENTATION JULY 2020

D

350-13.3.1 Load-Transfer Devices: Provide dowel load-transfer devices in all transverse joints. Firmly hold dowel bars in a position parallel to the surface in the longitudinal direction of the pavement and the centerline of the slab depth, by approved steel supports and spacers. Allow the dowels to be free to move in one slab as the concrete contracts and expands. Use dowel bars coated in accordance with 931-2.3.

Ensure that the bars are straight, round, smooth, and free from burrs or other deformations detrimental to the free movement of the bar in the concrete. Provide a cap for the free end of expansion joint dowels.

Position each dowel such that:

1. Fits final deviation from parallel to the surface of the pavement does not exceed 1/2 inch.
2. Final deviation from parallel to the longitudinal centerline of the pavement does not exceed 1/2 inch.
3. Final deviation from being centered on the joint does not exceed 2 inches, and at no point in its length does it deviate from the surface of the pavement as shown in the Plans in excess of 1 inch. Confirm the position of dowel bars by suitable means acceptable to the Engineer.

R

A

350-13.3.2 Transverse Construction Joints: Construct transverse construction joints at the end of all pours and at other locations where the paving operations are stopped for 30 minutes or longer. Do not place construction joints within 7 1/2 feet of any other transverse joint or within 7 1/2 feet of either end of a section of pavement. If sufficient concrete has not been placed to form a slab at least 7 1/2 feet long, remove the excess concrete, back to the last preceding joint. Form the joints in place, in a plane perpendicular to the profile and centerline of the pavement. Saw or form construction joints, in a manner similar to contraction joints, so that a groove will be formed for holding the joint sealing compound.

Check all joints with a straightedge before the concrete has become non-plastic. Make corrections as necessary if one side of the joint is higher than the other, or the entire joint is higher or lower than the adjacent slabs.

350-13.3.3 Transverse Contraction Joints: Construct transverse contraction joints at the interval in accordance with the Standard Plans, Index 350-001.

Ensure that the sawing equipment does not damage the pavement and saw the transverse contraction joints as soon as the pavement has hardened to the degree that tearing and raveling are not excessive and before uncontrolled shrinkage cracking begins.

Accomplish the joint sawing in two steps. Make the initial cut 1/8 inch wide by a depth at least 1/3 of the pavement thickness and as soon as possible but in no case longer than 12 hours after placing the concrete. Make a second saw cut, to provide the joint dimensions indicated in the Plans, just prior to final grinding and sealing the joint.

Repair any uncontrolled cracks at no expense to the Department by removing and replacing the pavement across the full width of all affected lanes or shoulders and to the nearest transverse joint in each direction.

350-13.3.4 Transverse Expansion Joints: Form transverse expansion joints using preformed joint filler, and provide them with dowel load transfer, in accordance with the details shown on the Standard Plans, or in the Plans.

T

EXPECTED IMPLEMENTATION JULY 2020

D Form the joints during the placing of the concrete, by securely staking a metal bulkhead accurately in place at the joint location or by other methods which will securely brace and support the joint filler. Where using approved devices to keep the expansion joint filler and dowels securely in place, the Engineer will not require a bulkhead. Protect all transverse expansion joints at the bottom and side edges by a sheet metal strip as specified in 931-2.1 and as shown in the Contract Documents.

R Cut the filler to the crown and shape of the slab cross-section and extended it to the subgrade. After installation, ensure that the top is not less than 1 inch, and not more than 1.25 inches, below the finished surface. Furnish the joint filler in lengths not less than the lane widths being poured, except that the Engineer will not require lengths greater than 12 feet. Where more than one section is allowed and used in a joint, securely lace or clip the sections together.

A Place the filler normal to the pavement surface. Stake the assembly into position in such a way as to hold the assembly securely in position throughout construction. Ensure that the assembly is true to the line prescribed, subject to a tolerance of 1/4 inch in the width of the slab. Obtain the Engineer's approval of the assembly and its installation before placing any concrete against it. Obtain the Engineer's approval of the cross-section and length of the stakes.

When laying the pavement in partial width slabs, place transverse joints in the succeeding slab in line with the like joints in the first slab. In the case of widening existing pavement, place transverse joints in line with like joints in the existing pavement or as otherwise shown in the Plans.

350-13.4 Expansion Joints Around Structures at Manholes, Meter Boxes and other Projections: Form expansion joints by placing premolded expansion joint material around all structures and features projecting through, into or against the pavement. Ensure that such joints are 3/4 inch in width.

350-13.4.1 Bridge Approach Expansion Joints: Construct in accordance with Standard Plans, Index 370-001.

350-13.5 Cleaning Joints and Cracks:

350-13.5.1 Cleaning Joints in New Pavement:

350-13.5.1.1 Sawed Joints: Immediately after the final saw cut, completely remove the resulting slurry from the joint and the immediate area by flushing with a pressure washer and by using other tools as necessary.

1. After flushing, blow out the joints with compressed air.
2. Patch all spalled edges with an epoxy compound.
3. Immediately prior to joint seal installation, clean the

F joints using compressed air to remove all traces of debris and dust within and on the joint surfaces.

350-13.5.1.2 Non-Sawed Joints: Thoroughly clean joints which require sealing of all foreign material for the full depth of the seal installation.

T With the exception of slurry removal due to sawing, meet the cleaning requirements as specified for sawed joints.

350-13.5.2 Cleaning Joints in Existing Pavement: Remove all existing joint-sealing material and foreign material for the full depth of the new joint seal by sawing, wire brushing, sandblasting, or other methods approved by the Engineer.

EXPECTED IMPLEMENTATION JULY 2020

D

Remove any existing sealant or parting strip material below the tape or backer rod bond breaker and replace it with additional bond breaker. When conditions require removal and replacement with additional bond breaker below the new joint seal, obtain the Engineer's approval of the type of bond breaker and its installation procedure. Perform cleaning by any method or combination of methods, as detailed in the Plans.

Flush the joint with a pressurized jet of water, and use other tools as necessary, to remove loose remnants and debris.

After flushing, blow out the joints with compressed air. After the flushed joints have dried, sandblast the joint faces to thoroughly remove all foreign material. Perform sandblasting in two passes, once for each face.

R

Patch all spalled edges with an epoxy compound.

Immediately prior to joint seal installation, clean the joints using compressed air to remove all traces of debris and dust within and on the joint surfaces.

350-13.5.3 Cleaning Random Cracks in Existing Pavement: Do not begin cleaning random cracks in existing pavement until all other concrete pavement repairs have progressed to the point where those operations will not adversely affect the installation of the new seal.

Cut the random cracks to be repaired and sealed into grooved joints to the depth and width detailed in the Plans. Clean the joints in accordance with 350-13.5.2.

A

350-13.6 Sealing Joints and Cracks: Clean joints in accordance with 350-13.5 prior to final grinding and sealing.

When using silicone and non-silicone sealants in the transverse and longitudinal joints, respectively, use the silicone sealants first to prevent contamination at the intersection of the joint faces. Remove non-silicone sealant 1 foot in each direction from the transverse joints and replace it with silicone sealant.

350-13.6.1 Hot-Poured Type Sealant: When the Plans require hot poured sealant for specific joints, fill the joint thoroughly, without trapping air, ensuring the sealant is recessed 1/4 inch below the pavement surface. Control the pouring rate to avoid spilling of sealant onto the adjacent pavement surface. If any spilling of sealant occurs, immediately remove and clean the entire surplus amount from the pavement surface. Place the poured material when the ambient air temperature is 50°F or greater.

F

Use an indirect heating or double boiler type heating kettle that uses oil as a heat transfer medium, for hot poured sealer. Use a heating kettle that has a thermostatically controlled heat source, a built-in automatic agitator, and thermometers installed to indicate both the temperature of the melted sealing material and that of the oil bath.

T

350-13.6.2 Low Modulus Silicone Sealant: Use low modulus silicone sealant of either Type A non-sag (non-self-leveling), or Type B and/or Type C (self-leveling silicone sealant). Install and tool the sealant as necessary until firm contact is achieved and appropriately formed with the joint faces as specified.

Provide the required depth of recess above the sealant surface and below the pavement surface. Install the silicone sealant at ambient air temperatures above 40°F.

EXPECTED IMPLEMENTATION JULY 2020

350-14 Surface Requirements.

Produce, by grinding in accordance with Section 352, a pavement surface that is true to grade and uniform in appearance with a longitudinal line type texture.

350-15 Thickness Determinations.

350-15.1 General: After completing the concrete pavement, including any corrective work to meet ride requirement, determine the thickness by core boring or non-destructive testing. The Engineer will select the locations for testing and make the determination of thickness. Sample locations will be taken at various points on the cross-section so that each test represents an area not exceeding 2,500 square yards. Provide traffic control, non-destructive equipment, coring equipment, and operator to obtain the samples.

350-15.1.1 Core Borings: Drill cores from the pavement and measure thickness in accordance with ASTM C174 to determine the actual thickness. Replace the portions of the pavement removed by the borings at no expense to the Department.

350-15.1.2 Non-destructive Testing: Measure the thickness of the pavement in accordance with ASTM C1383 using the impact-echo method. The initial thickness measurement will be validated by having a core boring taken at that the same location in accordance with 350-15.1.1. If the results from the impact-echo test vary by plus or minus 0.15 inches from the core boring, then the non-destructive test method cannot be used on the pavement. In such case, the core boring will be used for acceptance of that LOT of concrete. The Engineer has the option to verify the accuracy of the results at any time.

350-15.2 Method of Calculating Average Thickness: The Engineer will determine the average thickness of the pavement by using the following method of calculation:

1. Areas of pavement which are left in place, but for which no payment will be made, will not be taken into account.
2. The specified thickness plus 1/2 inch will be considered in the calculation when the thickness of the pavement is more than 1/2 inch greater than the specified thickness.
3. The average thickness for the entire job will be calculated as a unit.

350-16 Deficient Thickness.

350-16.1 General: The Department will not pay for any pavement which is more than 1/2 inch less than the specified thickness. When the pavement contains no longitudinal construction joint, the Department will not pay for the area of such pavement that is the product of the full width of the strip placed as a unit times the sum of the distances each way from the short core or cores to the cores on each side which show measurements within the tolerance limits. When the pavement contains longitudinal construction joints, for the width, the Department will use the width between longitudinal construction joint and the edge of pavement.

350-16.2 Deficient Pavement Requiring Removal: The Engineer will evaluate areas of pavement found deficient in thickness by more than 1/2 inch and if, in his judgment, the deficiency is enough to seriously impair the anticipated service life of the pavement, remove such areas and replace them with concrete of the thickness shown in the Plans. The Department will not pay for the area of pavement removed or for the

EXPECTED IMPLEMENTATION JULY 2020

materials or labor involved in its removal. When removing a section of pavement, remove the full length between transverse joints and the full lane width. Grind replaced sections in accordance with 350-14.

350-16.3 Deficient Pavement Left in Place: If the Engineer determines that the deficiency will not seriously impair the anticipated service life of the pavement, the pavement may be left in place, at no compensation.

350-16.4 Additional Borings: If the number of cores taken is not sufficient to indicate the thickness of the pavement, additional boring locations may be requested, with prior approval from the Engineer at no cost to the Department.

350-17 Pay Reductions for Low Compressive Strength Concrete.

Payment reductions for low compressive strength concrete will be assessed in accordance with Section 346. The payment reductions of 346-12 do not apply.

350-18 Opening Pavement to Traffic.

Construct an earth berm along longitudinal free edges of the pavement within 36 hours, when newly placed concrete pavement is constructed on a granular base of an erodible material. Build the berm to the full height of the pavement and at least 18 inches wide. Sufficiently compact the berm to prevent underwash of the pavement. Maintain the berm until the final shoulders are complete.

Keep the pavement closed to traffic, including construction operations until one of the following has been met:

1. Fourteen calendar days after placement of the concrete.
2. Test cylinders, made in accordance with ASTM C31 and tested in accordance with ASTM C39, indicate a compressive strength of at least 2,200 psi (cure these test cylinders in a manner identical to the corresponding section of pavement).
3. Provide a strength-maturity relationship curve as outlined by FM 3-C1074 for opening to traffic determined during design mix verification. Use the maturity method specified in this Section to:
 - a. Determine if the concrete has achieved 2,200 psi and can be opened to traffic.
 - b. Verify the strength of the last slab of each day's placement.

Fabricate three test cylinders for strength and maturity curve correlation testing. The compressive strength cylinders and maturity curve correlation testing will be performed at the first day of production or at the discretion of the Engineer.

350-19 Method of Acceptance.

Acceptance will be based on compressive strength of cylinders at placement in accordance with Section 346 and pavement thickness in accordance with 350-15.

350-20 Method of Measurement.

350-20.1 Concrete Pavement: The quantities to be paid for will be the plan quantity, in square yards, of plain cement concrete pavement and of reinforced cement concrete pavement, omitting any areas not allowed for payment under the provisions of 350-16.3 and adjusted for average thickness as provided herein.

For purposes of payment, the average thickness of pavement will determine the final pay quantities for this pavement as follows:

EXPECTED IMPLEMENTATION JULY 2020

D The area of pavement represented by the difference between the calculated average thickness and the specified thickness will be converted into equivalent square yards of specified thickness pavement, and the quantity thereby obtained will be added to, or deducted from, the quantity of pavement to be paid for, subject to the limitation that the maximum average of over-thickness permitted in the adjustment of the quantity of pavement to be paid for will be 1/4 inch.

Where the Plans call for cement concrete pavement that is to be covered with asphalt concrete surface course, payment will be made for the total thickness of the combination as plain cement concrete pavement. In such cases, price and payment will also include all costs of the asphalt concrete surface course constructed in accordance with Section 334.

R Reinforcing steel, placed and accepted, will be measured and paid for as provided in Section 415.

350-20.2 Joints and Cracks: For cleaning and sealing joints in new or existing concrete pavement, the quantity to be paid will be the length in feet, as determined by field measurement along the joints.

For cleaning and sealing random cracks in existing concrete pavement, the quantity to be paid will be the length in feet, as determined by field measurement along the cracks.

350-20.3 Bridge Approach Expansion Joint: The quantity to be paid for will be plan quantity, in feet of bridge approach expansion joint installed in accordance with Standard Plans, Index 370-001, calculated across the pavement at right angles to the centerline of the roadway pavement, completed and accepted.

A
350-21 Basis of Payment.

Prices and payments will be full compensation for all work specified in this Section, including any preparation of the subgrade not included in the work to be paid for under another Contract item; all transverse and longitudinal joint construction, including tie-bars and dowel bars; the furnishing of test specimens; repair of core holes; and all incidentals necessary to complete the work.

Payment will be made under:

Item No. 350- 3-	Plain Cement Concrete Pavement - per square yard.
Item No. 350- 4-	Reinforced Cement Concrete Pavement - per square yard.
Item No. 350- 5-	Cleaning and Sealing Joints - per foot.
Item No. 350- 6-	Cleaning and Sealing Random Cracks - per foot.
Item No. 350- 30-	Cement Concrete Pavement for Roundabout Apron - per square yard.

T