Item No. 340S
Hot Mix Asphaltic Concrete Pavement

340S.1 Description

This item shall govern base, level up, and pavement surface courses composed of a compacted mixture of aggregate and asphaltic cement mixed hot in a mixing plant. The hot mix asphaltic (HMA) concrete pavement shall be constructed on a previously completed and approved subgrade, subbase material, base material, concrete slab or existing pavement.

This specification is applicable for projects or work involving either inch-pound or SI units. Within the text and accompanying tables, the inch-pound units are given preference followed by SI units shown within parentheses.

340S.2 Submittals

The submittal requirements of this specification item may include:

A. A mix design submittal including the plant corrected Job Mix Formula (JMF) for the hot mix asphaltic concrete,
B. Certification that the aggregate materials meet appropriate quality requirements.
C. Particle-size gradation and specific gravity tests on all aggregate materials.
D. Certification that the asphalt cement for paving materials meet appropriate quality requirements.

340S.3 Materials

The Contractor shall furnish materials to meet the requirements specified herein and shall be solely responsible for the quality and consistency of the product delivered to the Project.

A. Aggregate: The aggregate shall be composed of coarse aggregate, a fine aggregate and, if required or allowed, mineral filler and reclaimed asphalt pavement (RAP). RAP use will be allowed in all base course mixtures except as specifically excluded herein, in the Contract Documents or on the Drawings, provided no more than 20% RAP is used.

   RAP use will not be permitted in pavement surface courses.

   Aggregates shall meet the quality requirements of Table 1 and other requirements as specified herein. The aggregate contained in RAP will not be required to meet Table 1 requirements unless indicated otherwise on the Drawings.

   1. Coarse Aggregate: Coarse aggregate is defined as that part of the aggregate retained on the No. 10 (2.00 mm) sieve and shall consist of clean, tough, durable fragments of crushed stone or crushed gravel of uniform quality throughout.

      Gravel from each source shall be crushed to the extent that it has a minimum of 85% of the particles retained on the No. 4 (4.75 mm) sieve with two or more mechanically induced crushed faces as determined by TxDOT Test Method TEX-460-A (Part I). The material passing the No. 4 (4.75 mm) sieve and retained on the No. 10 (2.00 mm) sieve must be the produced from crushing aggregate that was originally retained on the No. 4 (4.75 mm) sieve.

   2. Reclaimed Asphalt Pavement (RAP): RAP is defined as a salvaged, milled, pulverized, broken or crushed asphaltic pavement. The RAP to be used in the mix shall be crushed or broken to the extent that 100 percent will pass the 2-inch (50 mm) sieve.

The RAP shall be stockpiled in such a manner that assures that it will not become contaminated by dirt or other objectionable materials. Unless indicated otherwise on the Drawings, stockpiled, crushed RAP must not exhibit a decantation more than 5 percent or a plasticity index more than 8, when tested in accordance with TxDOT Test Method Tex-406-A, Part I, or Test Method Tex-106-E, respectively.

3. Fine Aggregate: Fine aggregate is defined as that part of the aggregate passing the No. 10 (2.00 mm) sieve and shall be of uniform quality throughout. A maximum of 15 percent of the total aggregate may be field sand or other uncrushed fine aggregate.

   Screenings shall be supplied from sources whose coarse aggregate meets the abrasion and magnesium sulfate soundness loss requirements shown in Table 1.

   a) Unless indicated otherwise on the Drawings, stone screenings, which are the product of a rock crushing operation, are required and shall meet the following gradation requirements when tested in accordance with TxDOT Test Method Tex-200-F, Part I.

Material	Percent by Weight (Mass)
Passing 3/8 inch (9.50 mm) sieve	100
Passing No. 10 (2.00 mm) sieve	70-100
Passing No. 200 (75 µm) sieve	0-15

   b) Crushed gravel screenings may be used with, or in lieu of, stone screenings only when indicated on the Drawings. Crushed gravel screenings must be the product of crushing aggregate that was originally retained on the No. 4 (4.75 mm) sieve and must meet the gradation for stone screenings shown above.

4) Mineral Filler: Mineral filler shall consist of thoroughly dried stone dust, Portland cement, fly ash, lime or other mineral dust approved by the Engineer or designated representative. The mineral filler shall be free from foreign matter.

   Portland cement manufactured in a cement kiln fueled by hazardous waste shall be considered as an approved product if the production facility is authorized to operate under regulation of the Texas Natural Resource Conservation Commission (TNRCC) and the U. S. Environmental Protection Agency (EPA). Supplier shall provide current TNRCC and EPA authorizations to operate the facility.

   Fly ash obtained from a source using a process fueled by hazardous waste shall be considered as an approved product if the production facility is authorized to operate under regulation of the Texas Natural Resource Conservation Commission (TNRCC) and the U. S. Environmental Protection Agency (EPA). Supplier shall provide current TNRCC and EPA authorizations to operate the facility.

   The addition of baghouse fines or other collected fines will be permitted if the mixture quality is not adversely affected in the opinion of the Engineer or designated representative. In no case shall the amount of material passing the No. 200 (75 µm) sieve exceed the tolerances of the job-mix formula or the master gradation limits.

   When tested by TEX-200-F (Part I or Part III, as applicable), the mineral filler shall meet the following gradation requirements. Baghouse fines are not required to meet the gradation requirements.

Material	Percent by Weight (mass)
Passing No. 30 (600 µm) Sieve.....	95 - 100
Passing No. 80 (187.5 µm) Sieve, not less than.....	75
Passing No. 200 (75 µm) Sieve, not less than.....	55

TABLE 1: AGGREGATE QUALITY REQUIREMENTS *

Requirement	Test Method	Amount
COARSE AGGREGATE		
Deleterious Material, percent, maximum	Tex-217-F, I	1.5
Decantation, percent, maximum	Tex-217-F, II	1.5
Los Angeles Abrasion, percent, maximum	Tex-410-A	40
Magnesium Sulfate Soundness Loss 5 cycle, percent, maximum	Tex-410-A	30
FINE AGGREGATE		
Linear Shrinkage, maximum	Tex-107-E, II	3
COMBINED AGGREGATES		
Sand Equivalent Value, minimum	Tex-203-F	45

***** - Aggregates, without added mineral filler or additives, combined as used in the job-mix formula (Plant Corrected).

B. Asphaltic Material

1. Paving Mixture. Asphalt cement for the paving mixture shall conform to the requirements of Standard Specification Item No. 301S, "Asphalts, Oils and Emulsions", for AC-20 or PG64-22, Styrene (SBS) Modified Asphalt Cement, AC-SBS Blend AC-45P or PG76-22S, unless otherwise indicated in the Project Documents.

2. Tack Coat: Tack Coat shall conform to Standard Specification Item No. 307S, "Tack Coat".

C. Additives: Additives to facilitate mixing and/or improve the quality of the asphaltic mixture or tack coat may be used with the authorization of the Engineer or designated representative. The Contractor may choose to use either lime or a liquid anti-stripping agent to reduce moisture susceptibility of the aggregate.

340S.4 Paving Mixtures

An asphalt mixture design is developed by a laboratory process, which includes the determination of the quality and quantity of the asphalt cement and the individual aggregates, and the testing of the combined mixture (Laboratory Design). The Laboratory Design is subsequently revised to produce an appropriate job mix formula.

The job mix formula (JMF) lists the quantity of each component to be used in the mix after the laboratory design has been adjusted by running it through a particular plant (i.e. the mix design is Plant Corrected). The JMF will be the standard to which the Acceptance Plan will be applied. The JMF of one drum or batching unit shall not be used for another unit.

The Contractor shall submit to the Engineer on forms provided by the Engineer or designated representative, an asphalt mixture design reviewed, signed and sealed by a Registered Professional Engineer licensed in the State of Texas or certified by a TxDOT Level II Certified

Asphalt Technician. An asphalt mixture design shall be submitted for a comprehensive review every two (2) years. Mix designs older than one year will not be accepted without a review of current test data of the proposed materials and current mix design to ensure that the materials meet specification requirements.

The JMF (Plant Corrected) shall be submitted to the Engineer or designated representative on a form provided by the Engineer through the Construction Inspector or Project Manager of the Project for review, for each individual Project, a minimum of three (3) working days before the mixture is to be placed. Under no circumstances will a mixture be placed before its use is reviewed and approved by the Engineer or designated representative.

Performance of the mix design shall remain the responsibility of the Contractor.

A. Mixture Design: The mix shall be designed in accordance with TxDOT Construction Bulletin C-14 and Test Method Tex-204-F to conform with the requirements herein. The master grading limits of the appropriate type and the JMF will be plotted on a graduated chart with sieve sizes raised to the 0.45 power and will be submitted to the Engineer or designated representative with the asphalt mixture design.

   The Bulk Specific Gravity of aggregates in RAP will be determined on extracted aggregates.

B. Types: The blend of coarse aggregate, fine aggregate, and mineral filler, if allowed, that is established by TxDOT Test Method Tex-200-F, Dry Sieve Analysis, shall conform to the master gradation shown in Table 2 for the type of specified mixture. The voids in the mineral aggregate (VMA) will be determined as a mixture design requirement only, in accordance with TxDOT Test Method Tex-207-F, and shall not be less than the value indicated in Table 2.

TABLE 2: Master Grading - Percent Passing by Weight (Mass) or Volume

Sieve Size US (SI)	Type A Coarse Base	Type B Fine Base	Type C Coarse Surface	Type D Fine Surface	Type F Fine Mixture
1-1/2" (37.5 mm)	100				
1-1/4" " (31 mm)	95-100				
1" (25 mm)		100			
7/8" (22 mm)	70-90	95-100	100		
5/8 (15.5 mm)"		75-95	95-100		
1/2" (12.5 mm)	50-70			100	
3/8" (9.5 mm)		60-80	70-85	85-100	100
1/4" (6.25 mm)					95-100
No. 4 (4.75 mm)	30-50	40-60	43-63	50-70	
No. 10 (2.00 mm)	20-34	27-40	30-40	32-42	32-42
No. 40 (425 µm)	5-20	10-25	10-25	11-26	9-24
No. 80 (187.5 µm)	2-12	3-13	3-13	4-14	3-13
No. 200 (75 µm)	1-6*	1-6*	1-6*	1-6*	1-6*
VMA % minimum	11	12	13	14	15
Rec. Min. Lift	3" (75 mm)	2" (50 mm)	1-3/4" (45 mm)	1" (25 mm)	3/4" (20 mm)

C. Tolerances: Fluctuations in the aggregate gradation and asphalt content of the Job Mix Formula (JMF) shall not vary by more than the following criteria but the aggregate gradation shall be limited to the range of the master gradation as established by TEX-210-F.

SIEVES	Percent By Weight (Mass)
2" ” (50 mm) Sieve through No. 10 ” (2.00 mm) Sieve	±5.0
No. 40 (425 µm) through No. 200 (75 µm) Sieve	± 3.0
Asphalt Content	±0.5

D. Stability and Density: The mixture shall be designed at or near optimum density, as indicated on the Drawings, to conform to the following percent of Maximum Theoretical Density as measured by TxDOT Test Method TEX-227-F and Stability conforming to TxDOT Test Method TEX-208-F. The laboratory mixture shall be molded in accordance with TxDOT Test Method TEX-206-F and the Bulk Specific Gravity determined in accordance with TxDOT Test Method TEX-207-F.

	Optimum Laboratory Density (%)	Laboratory Density (%) Min.	Laboratory Density (%) Max.	Stability
Local Streets Surface Courses	96	94.5	97.5	35 Min.
Collectors & Arterials Surface Courses	96	94.5	97.5	40-60
All Base Courses	96	94.5	97.5	35 Min.

E. Job Mix Formula Field Adjustments: The Contractor shall produce a mixture of uniform composition closely conforming to the reviewed JMF, that falls within the limits of the tolerances given above and the Acceptance Plan.

If it is determined by the City of Austin that adjustments to the JMF are necessary to achieve the specified requirements, the Engineer or designated representative may allow adjustments of the JMF within the following limits without a laboratory redesign of the mixture. The adjusted JMF shall not exceed the master grading criteria for the type of mixture specified. The proposed JMF adjustments shall not exceed 5 percent on any one sieve, ½-inch (12.5 mm) size and larger, or 3 percent on the sieve size below the 1/2-inch (12.5 mm) sieve of the JMF (Plant Corrected) reviewed for the Project.

When the proposed adjustments exceed either the 5 or 3 percent limits, and the Engineer or designated representative determines that the impact of these changes may adversely affect pavement performance, a new laboratory mixture design will be required.

The asphalt content may be adjusted with the concurrence of the Engineer or designated representative to maintain desirable laboratory density near the optimum value while achieving other mix requirements. However, increasing the asphalt content of the mixture in order to reduce pavement air voids will not be allowed. Also, if the percent air voids is determined to be less than 4 percent, adjustments shall be made to the plant production by the Contractor, within the tolerances as outlined above, so that an adequate air void level is attained.

340S.5 Equipment

The trucks that deliver the hot mix asphalt concrete material to the project shall be of sufficient number to insure a continuous paving operation. All equipment used for the production, placement and compaction of the mixture shall be maintained in good repair and operating

conditions to the satisfaction of the Engineer or designated representative. All equipment shall be made available for inspection. If the Engineer or designated representative expresses concern about the condition of any equipment, it shall not be used until it is repaired to the satisfaction of the Engineer or designated representative.

A. Mixing Plants: Plants may be of the weigh-batch type, the modified weigh-batch type or drum-mix type equipped with suitable material conveyers, power units, mixing equipment, aggregate proportioning devices, dryers, bins, dust collectors and sensing and recording devices as appropriate for the mixing plant type. The mixing plants shall meet the requirements specified in Section 340.4, 'Equipment' of TxDOT Specification Item No. 340, "Hot Mix Asphaltic Concrete Pavement".

B. Spreading and Finishing Paving Machine: The paving machine shall be self-propelled and equipped with a heated compacting screed capable of producing a finish surface meeting the requirements of the street cross-section indicated on the Drawings and all surface criteria. Extensions to the screed shall have the same heating and compacting capabilities as the primary unit, except for use on variable depth tapered areas and/or as approved by the Engineer or designated representative.

   The paving machine shall be equipped with an approved automatic dual longitudinal screed control system and an automatic transverse screed control system. The longitudinal controls shall be capable of operating from any longitudinal grade reference including a string line, ski, mobile string line or matching shoe. Unless indicated otherwise on the Drawings, the Contractor may use any one of these grade references. The selected grade reference equipment shall be maintained in good operating condition by personnel trained in the use of the specific type of equipment.

   The Contractor shall furnish all labor and equipment required for establishing and maintaining appropriate grade reference.

C. Rollers: The Contractor shall select rollers conforming to Item 230S, "Rolling (Flat Wheel)" and Item 232S, "Rolling (Pneumatic Tire)". Rollers that do not conform to these requirements shall be immediately removed from the Project.

D. Motor Grader: A self-propelled power motor grader may only be used, when its use is approved by the Engineer or designated representative. It shall have a blade of not less than 12 feet (3.66 meters) and a wheelbase of not less than 16 feet (4.88 meters). Smaller graders may be used for small irregular areas when approved by the Engineer or designated representative.

E. Material Transfer Equipment: Equipment for transferring the HMA mixture from the hauling units or the roadbed to the spreading and finishing machine will be allowed unless indicated otherwise on the Drawings.

   Windrow pick-up equipment, if permitted by the Engineer or designated representative, shall be constructed in such a manner that substantially all of the HMA mixture deposited on the roadbed is picked up and loaded into the spreading and finishing machine. The HMA mixture shall not be contaminated with foreign material. The loading equipment shall be designed so that it does not interfere with the spreading and finishing machine in obtaining the required line, grade and surface without resorting to hand finishing.

F. Straightedges and Templates: The Contractor shall provide a ten-foot (3.05 meter) straightedge acceptable to the Engineer or designated representative for surface testing. Satisfactory templates shall be provided as required by the Engineer or designated representative.

340S.6 Stockpiling Aggregates

Aggregates shall be stockpiled to facilitate blending. When the aggregate is not stockpiled on a hard, non-contaminant base, the bottom six-inch (150 mm) depth of the stockpiles shall not be used in asphaltic mixtures. Where space is limited at the plant site, the aggregate stockpiles shall be separated by walls or other appropriate barriers.

Aggregates shall be stockpiled and handled in a manner that will insure minimization of segregation and contamination. Aggregate and RAP stockpiles shall only contain material from a single source.

340S.7 Mixture Temperature

The Contractor shall select a target temperature for discharge of the HMA mixture from the mixer between 250°F (120°C) and 350°F (176°C) that is suitable to weather and Project conditions. The target temperature shall be reported to the Engineer or designated representative daily and recorded in the Daily Progress Report. The HMA mixture temperature shall not vary by more than 25°F (14°C) from the target temperature for discharge from the mixer. HMA mixtures that are discharged from the mixer at a temperature exceeding 360°F (182°C) or a temperature more than 50°F (28°C) below the target temperature shall not be accepted and shall not be placed on the Project.

340S.8 Mixture Storage

A surge-storage system may be used to minimize production interruptions during a normal day of operation. When approved by the Engineer or designated representative, overnight storage of HMA mixture in insulated storage bins may be used provided that material temperature and physical properties of the HMA mixture are not adversely affected. HMA mixtures that include hardened lumps shall not be used. Stored HMA mixtures shall not be exempt from any requirements provided in this specification.

When a surge-storage system is used, it shall be equipped with a device such as a gob hopper or other device approved by the Engineer or designated representative to prevent segregation in the surge-storage bin.

340S.9 Mixture Moisture Content

Hot mix asphalt (HMA) mixtures produced from any plant shall not have a moisture content in excess of 1 percent by weight (mass) when discharged from the mixer. The moisture content shall be determined in accordance with TxDOT Test Method Tex-212-F, Part II, except that the sample shall be left in the oven a total of not less than four (4) hours.

340S10 Construction Methods

A General: The Contractor shall be responsible for the production, transportation, placement and compaction of the specified HMA paving mixture to the requirements of this specification. The Contractor shall also be responsible for providing a safe environment for inspection personnel to inspect the equipment and to acquire samples.

All hot mix asphalt concrete pavement surface courses shall be placed with a spreading and finishing (lay-down) machine only. All hot mix asphalt concrete pavement base layers with the possible exception of the first lift of the base layer shall also be placed with a

spreading and finishing (lay-down) machine. Longitudinal pavement joints shall be located under the proposed lane lines. Density tests shall be taken prior to opening to traffic.

The first lift of a base layer may be placed with a motor grader if approved in advance by the Engineer or designated representative. The loose measure thickness of this first lift shall not exceed 6 inches (150 mm). If placed with a motor grader, the first lift shall achieve a minimum in-place relative density of 89% as determined by TxDOT test procedures TEX-207-F and TEX-227-F. All subsequent lifts should be placed with a spreading and finishing (lay-down) machine and shall be subject to the requirements of Section 340S.12, "Acceptance Plan". Density tests will be taken randomly to confirm compliance with the specification requirements.

For hot mix asphalt overlays, an automatic screed shall be used with outriggers.

Any material delivered to the Project that by visual inspection can reasonably be expected not to meet specification requirements (i.e. segregated or burned material, deficient or excess asphalt, low mixing temperature, visible contaminants, etc.), as determined by the Engineer or designated representative, shall not be used or left in place.

Equipment shall be inspected prior to use and, if found to be defective or in an operating condition that could potentially affect the quality of the finished pavement, as determined by the Engineer or designated representative, its use shall not be allowed. Leakage of fuels, oils, grease, hydraulic or brake fluids or other contaminants onto the prepared surface or newly-laid HMA layer will not be allowed and may require replacement of the affected pavement area.

The HMA paving mixture, when placed with a spreading and finishing machine, shall not be placed when the air temperature is below 50°F (10°C) and is falling, but it may be placed when the air temperature is above 40°F (4°C) and is rising.

The paving mixture, when used as a level-up course or when spread with a motor grader, shall not be placed when the air temperature is below 60°F (15°C) and is falling, but it may be placed when the air temperature is 50°F (10°C) and is rising. An HMA layer with a thickness of 1-1/2 inches (37.5 mm) and less shall not be placed when the temperature of the surface on which the layer is to be placed is below 50°F (10°C). The temperature shall be taken in a shaded area away from artificial heat.

Additional surface temperature requirements may be included in the Contract Documents or indicated on the Drawings.

Surfaces to be paved shall be finished, primed, cured, broomed and tacked, as appropriate, to the satisfaction of the Engineer or designated representative. If the surface on which the first course of the paving mixture is to be placed is a flexible base course, and a cut-back asphalt is to be used as a prime coat, the flexible base shall have been primed and cured a minimum of 24 hours before the paving mixture may be placed. The 24-hour restriction will not apply to a flexible base that has been primed with material other than a cutback. However, the surface on which the tack coat and/or paving mixture are to be placed shall be in a dry condition.

Pavement shall be opened to traffic as soon as possible after temporary pavement markings or permanent markings are in place as indicated on the Drawings) or as directed by the Engineer or designated representative. Construction traffic allowed on pavements open to the public will be subject to all laws governing traffic on streets and highways.

B. Tack Coat: The surface upon which the tack is to be placed shall be cleaned thoroughly to the satisfaction of the Engineer or designated representative. The surface shall be given a

uniform application of tack coat as governed by Standard Specification Item No. 307S, "Tack Coat". The tack coat shall be applied, as directed by the Engineer or designated representative, with an approved sprayer at a rate not to exceed 0.05 gallons per square yard. (0.225 liters per square meter) of surface area. Where the paving mixture will adhere to the surface on which it is to be placed without the use of a tack coat, the tack coat may be eliminated when approved by the Engineer or designated representative. All contact surfaces of curbs, castings and all structures and all joints shall be painted with a thin uniform application of tack coat.

During the application of tack coat, care shall be taken to prevent splattering of adjacent pavement, curb and gutter and structures. Before the Work can be accepted, all splatter shall be removed by the Contractor at his own expense.

C. Transporting Hot Mix Asphaltic (HMA) Concrete: The HMA mixture shall be hauled to the Work site in tight vehicles that were previously cleaned of all foreign material. Dispatching of the vehicles shall normally be arranged so that all material delivered is placed and all rolling completed during daylight hours. Nighttime paving may be allowed, when approved in advance by the Engineer or designated representative.

In cool weather or for long hauls, truck bodies containing the HMA mixture shall be covered.

If necessary, to prevent the HMA mixture from adhering to the truck body, the inside of the truck may be given a light coating of a release agent satisfactory to the Engineer or designated representative.

D. HMA Placement: The HMA mixture shall be dumped and spread on the approved prepared surface with the spreading and finishing machine. When properly compacted, the finished pavement shall be smooth, of uniform texture and density and shall meet the requirements of the typical cross sections and the surface tests. In addition the placement of the HMA mixture shall be done without tearing, shoving, gouging or segregating the mixture and without producing streaks in the HMA layer.

Discharge of the HMA mixture into the finishing machine shall be controlled so that the spreading and finishing machine is not bounced or jarred and the required lines and grades shall be obtained without resorting to hand finishing except as permitted below in this Section.

Unless indicated otherwise on the Drawings, dumping of the HMA material in a windrow and then placing the HMA mixture in the finishing machine with windrow pick-up equipment will be permitted provided the temperature of the HMA mixture does not drop more than 50°F (28°C) below the target temperature before being placed by the finishing machine.

Under no circumstances will the HMA material be permitted to be dumped on or near the job site and then reloaded for hauling to the site of placement. Exceptions may be allowed if approved by the Engineer or designated representative.

The windrow pick-up equipment shall be operated in such a manner that substantially all the mixture deposited on the roadbed or prepared surface is picked up and loaded into the finishing machine without contamination by foreign material. The windrow pick-up equipment will also be so operated that the finishing machine will obtain the required line, grade and surface without resorting to hand finishing. Any operation of the windrow pick-up equipment resulting in accumulation and subsequent shedding of accumulated material into the HMA mixture will not be permitted.

When approved by the Engineer or designated representative, level-up courses may be spread with a motor grader that meets the requirements of this specification item.

The spreading and finishing machine shall be operated at a uniform forward speed consistent with the plant production rate, hauling capability and roller train capacity to result in a continuous operation. Stopping of the spreading and finishing machine between trucks is to be held to a minimum. If, in the opinion of the Engineer or designated representative, delivery of material is adversely affecting the condition of the HMA layer (excessive stopping of the spreading and finishing machine, loss of mixture temperature, etc.), the Engineer or designated representative may require paving operations to cease until acceptable methods are provided to minimize starting and stopping of the spreading and finishing machine.

The hopper gates of the spreading and finishing machine shall be adjusted to provide an adequate and consistent flow of material. This shall result in enough material being delivered to the augers so that they are operating approximately 85 percent of the time or more. The augers shall provide means to supply adequate flow of material to the center of the paver. Augers shall supply an adequate flow of material for the full width of the mat being placed, as approved by the Engineer or designated representative. Augers should be kept approximately one-half to three-quarters full of HMA mixture at all times during the paving operation.

When the HMA mixture is placed in a narrow strip along the edge of an existing pavement, or is used to level up small areas of an existing pavement or is placed in small irregular areas where the use of a finishing machine is not practical, the finishing machine may be eliminated when permitted by the Engineer or designated representative.

The paving material adjacent to castings and flush curb and gutter and structures shall be finished uniformly high so that when compacted, it will be slightly above but not more than 1/8 inch (3 mm) above the edge of the casting or gutter lip.

Construction joints of successive courses of HMA material shall be offset at least 6 inches (150 mm). Longitudinal joints in the layer shall be placed to coincide with lane lines as directed the Engineer or designated representative. Transverse joints shall be offset a minimum of 5 feet (1.5 meters).

E. Compaction: The pavement layers/lifts shall be compacted thoroughly and uniformly to obtain the compaction and cross section meeting the requirements indicated on the Drawings and this specification item.

Regardless of the method used for compaction, all rolling to achieve specified density shall cease before the temperature of the HMA mixture drops below 175°F (80°C).

Rolling with a pneumatic tire roller shall be used to seal the surface. Rolling with a tandem or other steel-wheel roller shall be provided if required to iron out any roller marks. Surface sealing and removal of roller marks may be accomplished at HMA temperatures below 175°F (80°C).

Vibratory rollers shall not be allowed in the vibrating mode on layers with a plan thickness less than 1-1/2 inches (37.5 mm).

The motion of the rollers shall be slow enough to avoid other than usual initial displacement. If any displacement occurs, it shall be corrected to the satisfaction of the Engineer or designated representative.

The roller shall not be allowed to stand on pavement, which has not been compacted to minimum density requirements. In order to prevent adhesion of the surface mixture to the steel-wheel rollers, the wheels shall be thoroughly moistened with water; however an excess

of water will not be allowed. Necessary precautions shall be taken to prevent the dropping of diesel, gasoline, oil, grease or other foreign matter on the pavement, either when the rollers are in operation or when standing.

The edges of the pavement along curbs, headers and similar structures, and all places not accessible to the roller, or in such positions as will not allow thorough compaction with the rollers, shall be thoroughly compacted with lightly oiled tamps.

Rolling with a trench roller will be required on widened areas, in trenches and other limited areas where satisfactory density cannot be obtained with the approved rollers.

340S.11 Sampling and Testing

The HMA mixture shall be tested daily at the Project site for conformance to specification requirements. The Engineer or designated representative shall utilize a random selection method to determine sample locations based on the Contractor's anticipated production. Each day's anticipated production shall be divided into three (3) essentially equal single-pass, sub-area lots. Each day's sample locations shall be equally distributed over the three (3) sub-areas. If, due to the weather or plant malfunctions, the Contractor’s daily-anticipated production is not attained, the random locations will not be recalculated. Also, no more than one location of the three (3) sub-areas shall be located in an irregular shaped area such as a cul-de-sac.

Unless directed otherwise by the Engineer or designated representative, a minimum of three bag samples and three correlating 6-inch (150-mm) cores will be obtained from each day's production.

Bag samples shall be taken during lay-down operations. The primary sampling point for the bag samples shall be from the windrow if a windrow elevator is used. If a windrow elevator is not used, the sample shall be taken from the middle of the paving machine hopper. This sampling location will require a stoppage in the paving operation in order for the Inspector to safely secure a sample from the hopper.

One core shall be taken for every 2,000 single-pass square yards (1 675 single-pass square meters) with a minimum of three (3) cores for all projects. One core shall be taken at the same station and pass sampled for each of the bag samples. Cores shall be taken by the City’s laboratory within 48 hours of pavement laydown unless otherwise directed by the Engineer or designated representative.

For total areas of less than 500 square yards (420 square meters), a total of only two bag samples and two correlating cores will be obtained. If the Contractor desires additional testing, it shall be at its own entire expense.

The Engineer or designated representative may alter, increase or waive the testing schedule to ensure material and workmanship compliance with specification requirements. Acceptability of the completed pavement shall be based on the average of test results for the Project as defined in Section 340S.12, "Acceptance Plan" of this item.

Gradation, asphalt content and stability value of the HMA mixture shall be reported for each of the bag samples. The stability value reported for each of the bag samples shall be the average of three (3) tests per bag.

Pavement thickness and density shall be determined from 6-inch (150 mm) field cores. For each day's placement, density of cores for which no corresponding bag samples were taken shall be determined by using the average Maximum Theoretical Density of the day's three (3) bag samples or as may otherwise be determined by the Engineer or designated representative.

When, in the opinion of the Engineer or designated representative, test results appear unrepresentative, additional testing may be authorized. The retesting will be at the expense of the Contractor and the results of the retesting shall be averaged with the results of the original testing. If the results of retesting indicate that the original test results were erroneous, the original test results will be discarded. In the instance of erroneous original test results the subsequent first set of retests will be at the expense of the City of Austin.

Pavements with low-density results may be recored; but the pavement shall not receive any additional compactive effort.

Pavements that will not or cannot be cored within 48 hours shall be closed to both public and construction traffic.

340S.12 Acceptance Plan

For the purpose of the Acceptance Plan only, the "Paving Project" of each of the specified mixture types shall be defined by the Engineer or designated representative before the paving operation begins

Considerations for defining the Paving Project shall include paving operations staged due to traffic considerations, pavement structural section (i.e. with varying layer thicknesses), time required for paving, changes to the Job Mix Formula, phasing of large projects, or other factors affecting the consistency in the production, lay-down/compaction, use of completed portions, and/or aging of in-place material.

Acceptability of the completed pavement structure for a Paving Project shall be based on all daily averages of three test results and when approved by the Engineer or designated representative the overall average of all test results for each of the mixture/layer types specified on the Drawings.

Pay adjustments for two or more acceptance factors shall be accumulative. Pay adjustments of 100% unit price reduction shall require removal and replacement of the Work. Replacement materials shall be subject to all requirements of this specification. Alternatively, the Engineer or designated representative may allow the Work to remain in place without payment provided that the Work is warranted for an extended period under conditions as determined by the Engineer or designated representative. The decision of the Engineer or designated representative related to the removal and replacement of the Work shall be the final authority.

A. Non-Pay-Adjustment Acceptance Factors:

1 Surface Characteristics: Unless otherwise directed by the Engineer or designated representative, all pavements shall be tested for smoothness. Surfaces shall be tested with a 10-foot (3.05 meter) straightedge parallel to the roadway centerline and perpendicular to the centerline on flat, cross-slope sections. Maximum allowable deviation in 10 feet shall be 1/8 inch (1-mm per meter) parallel to the centerline and 1/4 inch (2-mm per meter) perpendicular to the centerline. Sections exceeding these maximums shall be corrected to the satisfaction of the Engineer or designated representative. The completed surface must meet the approval of the Engineer or designated representative for surface smoothness, finish and appearance.

If the surface ravels, ruts or deteriorates in any manner prior to the end of the warranty period, it will be the Contractor's responsibility to correct this condition at its own entire expense to the satisfaction of the Engineer or designated representative in conformance with the requirements of this specification.

For HMAC rehabilitation and overlay projects, if cracks develop in the pavement surface within the one-year warranty period, the Contractor shall seal the cracks in accordance with Standard Specification Item No. 313S, "Cleaning and/or Sealing Joints and Cracks (Asphaltic Concrete). ~~Payment for this work will be measured and paid for as Mobilization (LS) and Crack Sealing (LF).~~

For new HMAC roadways constructed in accordance with the Drawings and specifications, if cracks less than 1/4 inch (6 mm) in width develop in the pavement surface within the one year warranty period the Contractor shall seal the cracks in accordance with Standard Specification Item No. 313S, "Cleaning and/or Sealing Joints and Cracks (Asphaltic Concrete). ~~Payment for this Work will be measured and paid for as Mobilization (LS) and Crack Sealing (LF).~~

If cracks equal to or greater than 1/4 inch (6 mm) in width develop in the pavement surface within the one-year warranty period, the cracking shall be reviewed and evaluated by the Engineer or designated representative before corrective action is taken.

2. Stability: Stability test results shall be used as indicators of potential problems. Where stability test results fall below the range specified in this specification, additional tests shall be taken as directed by the Engineer or designated representative for further evaluation and monitoring of the paving mixture. This additional stability testing will be at the expense of the Contractor. When, in the opinion of the Engineer or designated representative, the stability is deemed unacceptable for the intended use of the pavement, the paving mixture shall be removed and replaced to the limits indicated by test results or may be left in place on conditions acceptable to the Engineer or designated representative. When the paving mixture is removed and replaced, it shall be at the sole expense of the Contractor.

3. Laboratory Density: Laboratory density results as determined by TxDOT Test Method Tex-207-F shall be used as indicators of potential problems. Where laboratory density test results are less than 94.5% or more than 97.5% of mix design maximum density, additional tests shall be taken as directed by the Engineer or designated representative for further evaluation and monitoring of the paving mixture. This additional laboratory density testing will be at the expense of the Contractor. When, in the opinion of the Engineer or designated representative, the laboratory density is deemed unacceptable for the intended use of the pavement, the paving mixture shall be removed and replaced to the limits indicated by test results.

   The removal and replacement of the paving mixture shall be at the sole expense of the Contractor.

4. Limited Areas: Irrespective of an acceptable overall Paving Project average for any or all of the Pay-Adjustment Acceptance Factors, limited substandard portions of the Work, as determined by the Engineer or designated representative, shall be remedied or removed and replaced to the satisfaction of the Engineer or designated representative at the sole expense of the Contractor.

B. Pay-Adjustment Acceptance Factors: Contract unit prices shall be adjusted for paving mixtures that fail to meet acceptance criteria for gradation, asphalt content, density and mat thickness in accordance with the following:

Gradation Acceptance Schedule (TEX-210-F)

Sieve	Deviation From Job Mix Formula		Percent Contract Unit Price Reduction
	Daily Average	Overall Average	
Total retained on No. 10 (2.00 mm)	± 6.5 6.6±	± 5.0 5.1±	0 10
Passing No. 200 (75 µm)	± 3.9 4.0±	± 3.0 3.1±	0 5

Asphalt Content Acceptance Schedule (TEX-210-F, PartII)

Deviation from the Job Mix Formula		Percent Contract Unit Price Reduction	
Daily Average	Overall Average	Local Streets*	All Others
± 0.5	± 0.4	0	0
±0.51 to ±0.60	±0. 41 to ±0.50	15	25
+0.61 to +0.70	+0.51 to +0.60	25**	100; Remove and Replace
-0.61 to -0.70	-0.51 to -0.60	100: Remove and Replace	100; Remove and Replace
Over ±0.70	Over ±0.60	100: Remove and Replace	100; Remove and Replace

*A local or residential street that serves as access to residence or other abutting property.

**If the street has an ADT of 500, or less, with 1%, or less, of truck traffic, plus a 2 year warranty; otherwise, Remove and Replace

Density Acceptance Schedule (TEX-207-F/TEX-227-F)

*Percent Density		Percent Contract Unit Price Reduction	
Daily Average	Overall Average	1-1/2" (38 mm) Thickness or Greater	Less than 1-1/2" (38 mm) Thickness
Above 96.5	Above 96	100; Remove and Replace	100; Remove and Replace
90.5 to 96.5	91 to 96	0	0
90.5 to 87.6	90.9 to 88.1	0.625 per 0.10% deficiency in density	0.50 per 0.10% deficiency in density
Less than 87.6	Less than 88.1	100: Remove and Replace	100; Remove and Replace

*Core bulk density divided by max. theoretical density

Thickness Acceptance Schedule

Variance Percent of Thickness		Percent Contract Unit Price Reduction
Daily Average	Overall Average	
0 – 15.0	0 - 10	0
15.1 – 20.0	10.1 - 16	20
20.1 – 30.0	16.1 - 25	50
Over 30.0	Over 25	100; Remove and Replace or mill/overlay 1" (25 mm) minimum

The Density Acceptance Schedule For Irregularly Shaped Areas; Hike And Bike Trails And Utility Trenches (see following table) will apply to utility trenches of widths less than 4 feet

(1.2 meter) and to irregular shaped areas and hike and bike trails in which an appropriate rolling pattern cannot be established making it difficult to achieve compaction.

Density Acceptance Schedule For Irregularly Shaped Areas; Hike And Bike Trails and Utility Trenches (TEX-207-F/TEX-227-F)

*Percent Density	Percent Contract Unit Price Reduction	
Daily Average	1-1/2" (38 mm) Thickness or Greater	Less than 1-1/2" (38 mm) Thickness
Above 96.5	100; Remove and Replace	100; Remove and Replace
96.5 to 89.0	0	0
89.0 to 86.1	0.625 per 0.10% deficiency in density	0.50 per 0.10% deficiency in density
Less than 86.1	100: Remove and Replace	100; Remove and Replace
*Core bulk density divided by maximum theoretical density		

The Density Acceptance Schedule will apply to utility trenches 4 feet (1.2 meter) or wider.

Core thicknesses greater than Drawing requirements shall be factored into the average thickness calculation as the Drawing required thickness. If total thickness of lift(s) proves to be less than required, the Contractor may remove and replace the overlay deficient areas as agreed to by the Engineer or designated representative. Overlays to correct thickness deficiencies shall be not less than one (1) inch (25-mm) thick. Overlays shall require milling of the asphalt in order to prevent a “featheredge” of the overlaying pavement.

The extent of the area to be overlaid or removed and replaced shall be determined by additional cores with thicknesses greater than or equal to the required thickness. All additional coring that is necessary to determine the area shall be paid for by the Contractor.

340S.13 Measurement

Work performed and material placed shall be measured under one of the following methods. When Drawing quantity measurement is specified, adjustment of quantity may be made as follows. If the quantity measured as outlined vary from those shown on the Drawings by more than 5%, either party to the Contract may request in writing and adjustment of the quantity by each separate bid item. The party to the Contract which requests the adjustment shall present to the other party one copy of measurements and calculations showing the revised quantity in question. This revised quantity, when approved by the Engineer or designated representative, shall constitute the final quantity for which payment will be made. However, no adjustment will be made for any quantity, which exceeds the Drawing required thickness.

A. Method A: Asphaltic concrete pavement shall be measured by the ton (2,000 pounds) of the type actually used in completed and accepted Work in accordance with the Drawings and specifications.

   The measurement shall be made on approved truck scales that meet the requirements of the National Institute of Standards and Technology Handbooks 44 and 112 except that the required accuracy shall be 0.4 percent of the load being weighed. The Contractor shall furnish a report of calibration from a scale mechanic licensed by the Texas Department of Agriculture certifying that the scales meet this requirement.

B. Method B: Asphaltic concrete pavement shall be measured by the square yard of specified total thickness of the type of paving mixture actually used in completed and accepted Work in

accordance with Drawings and specifications. Multiple lifts of the same type shall be considered as one for square yard measurement purposes.

C. Method C: Asphaltic concrete pavement shall be measured by the lineal foot of specified total thickness of the type of paving mixture actually used in completed and accepted Work in accordance with Drawings and specifications. Multiple lifts of the same type shall be considered as one for linear foot measurement purposes.

340S.14 Payment

Work performed and materials furnished as prescribed by this item and measured as provided under "Measurement" will be paid for at the unit bid prices or pay adjusted unit price for Hot Mix Asphaltic Concrete Pavement, of the types and thicknesses specified. The unit bid prices shall include full compensation for furnishing all labor, equipment, time, materials and incidentals necessary to complete the Work.

Removal of existing hot mix asphalt concrete transition areas prior to overlay, tack coat, saw cutting and temporary pavement markings will not be measured or paid for directly but shall be included in the unit price bid for Standard Specification Item No. 340S, "Hot Mix Asphaltic Concrete Pavement".

Payment for Work meeting these specifications will be made under one of the following:

Pay Item No. 340S-A:	Hot Mix Asphaltic Concrete Pavement, Type ____,	Per Ton.
Pay Item No. 340S-B:	Hot Mix Asphaltic Concrete Pavement, ___inches, Type ____.	Per Square Yard.
Pay Item No. 340S-C:	Hot Mix Asphaltic Concrete Pavement, ___Inches, Type ____.	Per Lineal Foot.
Pay Item No. 340S-PQ:	Hot Mix Asphaltic Concrete Pavement, ___Inches, Type ____.	Per Drawing Quantity.
Pay Item No. 340S-L:	Hot Mix Asphaltic Concrete Pavement, ___in., Type ____, Level-up Course.	Lump Sum.
Pay Item No. 340S -M:	Crack Sealing Mobilization,	Lump Sum.
Pay Item No. 340S -S:	Crack Sealing,	per Lineal Foot.

End

SPECIFIC CROSS REFERENCE MATERIALS
Special Specification Item 340S "Hot Mix Asphaltic Concrete Pavement"

City of Austin Standard Specifications

Designation	Description
Item No. 230S	Rolling (Flat Wheel)
Item No. 232S	Rolling (Pneumatic Tire)
Item No. 301S	Asphalts, Oils and Emulsions
Item No. 307S	Tack Coat
Item No. 313S	Cleaning and/or Sealing Joints and Cracks (Asphaltic Concrete)

Texas Department of Transportation: Manual of Testing Procedures

Designation	Description
Tex-106E	Method of Calculating the Plasticity Index of Soils
Tex-107E	Determination of Bar Linear Shrinkage of Soils
Tex-200-F	Sieve Analysis of Fine and Coarse Aggregates
Tex-203-F	Sand Equivalent Test
Tex-204-F	Design of Bituminous Mixtures
Tex-207-F	Determination of Density of Compacted Bituminous Mixtures
Tex-208-F	Test for Stabilometer Value of Bituminous Mixtures
Tex-210-F	Determination of Asphalt Content of Bituminous Mixtures by Extraction
Tex-212-F, Part II	Determination of Moisture Content of Bituminous Mixtures (by oven drying)
Tex-217-F	Determination of Deleterious Material and Decantation Test For Coarse Aggregates
Tex-227-F	Theoretical Maximum Specific Gravity of Bituminous Mixtures
Tex-410-A	Abrasion of Coarse Aggregate Using the Los Angeles Machine
Tex-460-A	Determination of Crushed Face Particle

Texas Department of Transportation: Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges

Designation	Description
Item 340	Hot Mix Asphalt Concrete Pavement

RELATED CROSS REFERENCE MATERIALS
Special Specification Item 340S "Hot Mix Asphaltic Concrete Pavement"

City of Austin Standard Specifications

Designation	Description
Item No. 206S	Asphalt Stabilized Base
Item No. 210S	Flexible Base
Item No. 306S	Prime Coat
Item No. 310S	Emulsified Asphalt Treatment
Item No. 311S	Emulsified Asphalt Repaving
Item No. 320S	Two Course Surface Treatment

Texas Department of Transportation: Manual of Testing Procedures

Designation	Description
Tex-215-F	Determination of Asphalt Content of Rock Asphalt By Hot Solvent Method
Tex-224-F	Determination of Flakiness
Tex-400-A	Method of Sampling Stone, Gravel, Sand and Mineral Aggregates
Tex-411-A	Soundness of Aggregate by Use of Sodium Sulfate or magnesium Sulfate
Tex-438-A	Accelerated Polish Test for Aggregate

Item No. 480S
Concrete Paver Units For Sidewalks
And Streetscape Requirements

480S.1 Description

This item shall govern furnishing and installing interlocking concrete paver units, manufactured for the construction of sidewalks, constructed as herein specified on an approved base or subgrade in conformity to the lines, grades and details indicated on the Drawings, Standard Detail or as established by the Engineer or designated representative.

This specification is applicable for projects or work involving either inch-pound or SI units. Within the text, the inch-pound units are given preference followed by SI units shown within parentheses.

480S.2 Submittals

The submittal requirements of this specification item may include:

A. Samples for initial selection from manufacturer color charts showing the full range of colors, textures and patterns for each type of paver unit indicated on the Drawings,
B. Shop drawings indicating locations of color changes, pattern orientation and cross-section details,
C. Product data including sieve analysis of sand bedding material and compaction test results on subgrade, subbase and base courses,
D. Manufacturer Certification that the Interlocking Paver Units meet or exceed all the requirements of ASTM C-936 and this specification item.
E. Number, manufacturer, model, construction, finish and installation details of streetscape appurtenances of bicycle racks, benches, chairs, trash receptacles and above grade tree planters [for sidewalks, 12 feet (3.66 meters) or wider].

480S.3 Materials

A. Base Course

Base Course shall be constructed of either a fibrous reinforced concrete (Standard Specification Item No. 407S, “Fibrous Concrete”), Class J Portland cement concrete (Standard Specification Item No. 403S, “Concrete For Structures”) or a cement treated material (Standard Specification Item No. 204S, “Portland Cement Treatment for Materials In Place”).

B. Concrete Paver Units

Paver units shall be modular concrete pavers conforming to ASTM Designation: C-936 "Solid Concrete Interlocking Paving Units" and the requirements specified in this Item. The paver units shall be made using normal weight aggregates conforming to ASTM C-33.

C. Pigments

Pigments used in concrete paver units shall be synthetic iron oxide and shall be alkali-resistant, light fast, water insoluble, chemically inert and weather resistant.

D. Bedding Sand

Bedding sand shall conform to the requirements of a concrete sand Grade No. 1 as indicated in Table 2, Standard Specification Item No. 403S, "Concrete for Structures" with the exception of the Fineness Modulus and aggregate gradation requirements.

The aggregate gradation shall be in compliance with the following gradation:

Sieve Designation/Size		
U. S.	S. I.	% Passing By Weight (Mass)
3/8"	9.5 mm	100
No. 4	4.75 mm	85-100
No. 100	150 µm	10-30

The bedding sand shall be free from frozen material or injurious amounts of deleterious soluble salts, vegetable matter or other contaminants likely to cause efflorescence or contribute to reduced skid resistance and shall contain no more than 0.5 percent by weight (mass) of clay lumps.

The bedding sand shall be of uniform moisture content from 3 to 7 percent, when spread and shall be protected against rain when stockpiled on site prior to spreading.

E. Grout Mix

When required in conjunction with a bedding layer for the concrete paver units or with paver closure units, the grout mix shall be composed of one part Portland cement, one part masonry cement (or 1/4 part hydrated lime), parts of concrete sand equal to 2-1/2 to 3 times the sum of the volumes of the cement and lime used, and sufficient water to make the mixture plastic

480S.4 Physical Requirements

The general shape of the concrete paver units shall be similar to that indicated on the Drawings. The concrete paver units shall be of the color and laid in the pattern as specified on the Drawings or as approved in writing by the Engineer or designated representative.

All units shall be sound and free of defects that would interfere with the appearance or proper placement of the unit or impair the strength or longevity of the final structure. Any units, which are structurally damaged during the work, shall be immediately removed and replaced.

480S.5 Construction Method

A. Preparation of subgrade, subbase and base layers

The subgrade, subbase or base course shall be shaped to the lines, grades and cross sections as indicated on the Drawings or as directed by the Engineer or designated representative and shall be thoroughly compacted. Any unsuitable material encountered in the subgrade shall be removed and replaced by a suitable material and compacted to a uniform grade. When subgrade stabilization has been specified, the subgrade shall be prepared accordingly.

If the subgrade is undercut by more than 4 inches (100 mm) or the natural ground is below "top of subgrade" by more than 4 inches (100 mm), the necessary backfill shall be made with an approved material and compacted with a mechanical tamper. Hand tamping will not be permitted.

B. Bedding Sand Installation

An uncompacted sand bed base shall be screeded over the compacted base to a minimum thickness of 1 inch (100 mm) but no more than 1 1/2 inches (38 mm). This assumes that after placement and vibration of the paving units the thickness of the compacted sand bed will be approximately 1/2 inch (12.5 mm) lower. Bedding sand shall not be used for leveling the base course.

The spread sand shall be carefully maintained in a loose condition and protected against precompaction both prior to and following screeding. Any precompacted sand or screeded sand left overnight shall be loosened before other units are placed. Sand shall be lightly screeded in a loose condition to the predetermined depth, slightly ahead of placement of the paving units. Under no circumstances shall the sand be screeded more than 1/2 hour in advance of the placement of paving units.

Screeded sand must be fully protected against accidental precompaction including compaction by rain or dew. Any screeded sand, which is precompacted prior to placement of units, shall be removed and brought back to profile in a loose condition.

C. Paver Unit Installation

Concrete paver units shall be placed on the uncompacted screeded sand bed and/or grout bedding in the laying pattern indicated on the Drawings. Concrete paver units shall be bedded in a 1” (25 mm) thick mortar bed or a 1” (25 mm) sand layer placed on top of a 3" (75-mm) minimum Class A Fibrous Concrete pad (see Standard Specification Item 407S, "Fibrous Concrete") or on top of 4” (100-mm) thick layer of Class J Portland Cement Concrete (Standard Specification Item No. 403S, “Concrete For Structures”) or cement treated material (see Standard Specification Item No. 204S, “Portland Cement Treatment for Materials In Place”).

The Contractor shall exercise particular care to maintain the specified laying pattern throughout the job. Paver units shall be placed to achieve gaps nominally 1/8 inch (3.2 mm) wide between adjacent units to insure that all joints are correctly aligned.

The first row shall abut an edge restraint with a gap of 1/8 inch (3.2 mm) and shall be laid at a suitable angle to the edge restraint to achieve the required visual orientation of paver units in the completed pavement.

The first two rows of concrete paver units adjacent to edge restraints, building walls, openings in the sidewalk layout for meter boxes (see Standard Detail 480S-1), meter vaults (see Standard Detail 480S-2), valve access pipe (see Standard Detail 480S-3),

light/traffic poles and light fixtures (see Standard Detail 480S-4), curb and gutter (see Standard Detail 480S-5) external stairs (see Standard Detail 480S-6) and any other projections in the sidewalk shall be set in a 1" (25 mm) thick grout layer. As an alternative to grouting the first two layers of concrete paver units, a Portland cement concrete (Class A, "Concrete for Structures") band, that is a minimum of 6" (150 mm) wide and 4" (25 mm) deep with a # 3 (10M) rebar, may be constructed adjacent to edge restraints, building walls, projections through the sidewalk and other conditions indicated in details 480S-1 through 480S-6.

In each row, all full units shall be placed first. Closure units shall be cut and fitted subsequently. In no case shall a closure unit consist of less than 25 percent of a full unit. Areas with closure units less than 25 percent of a full unit shall be filled solid with mortar. Units may be cut using a mechanical or hydraulic cutter or by power sawing. A grout mix shall be used to fill larger edge spaces.

Any foot or wheelbarrow traffic during the construction shall use boards overlaying paver units to prevent disturbance of units prior to mechanical compaction. No other traffic shall be allowed on the pavement at this stage of construction.

D. Paver Unit Compaction

After placement of the paver units on the uncompacted screeded sand layer, consolidation of the sand bedding and the design levels and profiles of the paver units shall be obtained by not less than two and preferably three passes of a suitable flat plate compactor. Any grouted concrete paver units that are damaged or displaced during the compaction process shall be replaced and regrouted.

The compactor shall be a high frequency, low-amplitude mechanical flat plate vibrator with a plate area sufficient to cover a minimum of 12 paver units. The compactor shall be capable of producing 3,500 to 5,000 pounds (15.5 to 22.2 kilo Newton) centrifugal compaction force. The flat plate compactor shall be equivalent to Model P-22 manufactured by Koehring, Master Division of Dayton, Ohio.

Compaction shall proceed as closely as possible following placement and shall be completed prior to the acceptance of any construction traffic.

Compaction shall not be attempted, however, within 3 feet (.9 meter) of the laying face of the paver units. Compaction shall continue until lipping has been eliminated between adjoining units. Joints shall be filled and compacted again as herein described.

All work extending to within 3 feet (.9 meter) of the laying face must be left fully compacted at the completion of each day's placement. Compaction of the remaining surface will be completed after sufficient units are laid in place.

As soon as practical after compaction and in any case prior to the termination of work on that day and acceptance of construction traffic, the bedding sand for joint-filling shall be spread over the pavement and allowed to dry. When dry, the filling sand shall be swept to fill the joints. At least one pass of the plate vibrator will be used to achieve compaction of the joint filling sand.

As soon as possible after filling the joints, light construction traffic should be encouraged to use the pavement to assist in the development of the paver unit

lockup. Such traffic should traverse the greatest possible area of the pavement. After traffic has been allowed on the street, joints shall be refilled with dry sand periodically until no additional sand will be accepted in the joints.

P480S.6. Streetscape Location Requirements

1. Benches.

   Benches shall be placed either perpendicular to the curb with the center of the bench on line with trees and light poles and facing toward the building entry, or parallel to the building and within 6" (150 mm) of the building wall, facing out to the street.

   Bench siting shall be in conformance with Standard Detail No. 432S-9C in 12' (3.6 M) or wider sidewalks and Standard Detail No. 432S-9D in sidewalks of width between 12" (3.6 M) and 18' (5.4 M).

2. Bike Racks.

   Bike racks are to be placed perpendicular to the curb with the centerline of the rack on line with trees and light poles.

   Bike rack siting shall be in conformance with Standard Detail No. 710S-6A in 12' (3.6 M) or wider sidewalks and Standard Detail No. 710S-6B in sidewalks of width between 12" (3.6 M) and 18' (5.4 M).

3. Trash Receptacles.

   Trash receptacles shall either be placed along the curb, with the center line of the receptacle on line with the trees and light poles, or shall be located at the building entry in alignment with the structural bay system of the building. If located at the entry there shall be no more than 1 foot (300 mm) clearance between the receptacle and the building wall.

   Trash receptacle siting adjacent to curb ramps within an intersection shall be in conformance with Standard Detail No. 432S-8C in 12' (3.6 M) or wider sidewalks.

P480S.7. Streetscape Furniture Installation Requirements

Bicycle racks, benches, chairs or trash receptacles shall only be installed in sidewalks, that are 12 feet (3.66 meters) or wider. When installation is indicated on the Drawings or directed by the Engineer or designated representative, these items shall be permanently installed as indicated in Standard Detail Nos 710S-3, 432S-9A and 432S-8A.

Above grade tree wells shall be installed in conformance with Standard Detail 432S-7E, while above grade tree planters shall be installed in conformance with Standard Detail Nos. 432S-7D and 432S-7G.

P480S.8 Pedestrian Railing

When a pedestrian railing installation is required along sidewalks for pedestrian protection as indicated on the Drawings or directed by the Engineer or designated

representative, this type of pedestrian railing shall be permanently installed in conformance with one of the following designated Standard Details: 707S-1, 707S-2, 707S-3 or 707S-4.

When a pedestrian railing installation is required along portions of sidewalks identified as ‘ramps’ for ADA accessibility purposes as indicated on the Drawings or directed by the Engineer or designated representative, this type of pedestrian railing shall be permanently installed in conformance with one of the following designated Standard Details: 707S-2, 707S-3 or 707S-4

480S.9 Measurement

Accepted work performed as prescribed by this item will be measured by the square foot (square meter: 1 square meter equals 10.76 square feet) of surface area of "Concrete Paver Units".

Accepted work performed as prescribed by "Sidewalk Ramps" will be measured per each for the type of ramp indicated on the Drawings.

Accepted work performed as prescribed by "Streetscape Appurtenances " will be measured per each for the type of appurtenance indicated on the Drawings.

Accepted work performed as prescribed by "Pedestrian Railing” will be measured per lineal foot of the type of railing indicated on the Drawings.

480S.10 Payment

The work performed as prescribed by this item and measured as provided under section 480S.9, "Measurement", for “Paver Sidewalk” and/or “Sidewalks Reconstruction” will be paid for at the unit bid price per square foot; per each for Curb Ramps with Pavers and "Streetscape Appurtenances" or per lineal foot for “Pedestrian Railing”.

The unit bid price for new sidewalk shall include full compensation for excavating and/or removal and/or relocating obstructions, vegetating adjacent areas disturbed by sidewalk construction, preparing the subgrade; for furnishing and placing all materials including cushion material, all reinforcement, joints, expansion joint materials, and for any other materials, manipulations, labor, tools, equipment, finishing, curing and incidentals necessary to complete the work.

The unit bid price for sidewalk reconstruction shall include full compensation for excavating and/or removal of existing sidewalk and other obstructions, relocating obstructions, replacing PVC drain pipe, re-vegetating adjacent areas disturbed by sidewalk construction, preparing the subgrade; for furnishing and placing all materials including cushion material, all reinforcement, joints, expansion joint materials, and for any other materials, manipulations, labor, tools, equipment, finishing, curing and incidentals necessary to complete the work.

The unit bid price for ramps shall include full compensation for preparing the subgrade when not included as a separate item; for furnishing and placing all materials, manipulation, labor, tools, equipment and incidentals necessary to complete the work. All necessary excavation, filling and grading of the slopes adjacent to the completed concrete

paver units shall be included in the unit price bid for this specification item, unless included as a separate pay item in the Contract bid form.

The unit bid price for streetscape appurtenances shall include full compensation for the individual item (i.e. bench, chair, bicycle rack, trash receptacle, street light or above grade tree planter), as well as the removal of existing paver sidewalk, preparation of footings, furnishing and placing all materials, manipulation and finishing, labor, tools, equipment and incidentals necessary to complete the work.

The unit bid price for pedestrian railing shall include full compensation for the complete installation of the specific pedestrian railing including but not limited to preparation of footings or curb, furnishing and placing all materials, manipulation and finishing, labor, tools, equipment and incidentals necessary to complete the work.

Payment will be made under:

New Sidewalk

Pay Item No. 480SNS: Concrete Paver Units for Sidewalks,_____mm Per Square Foot.

Sidewalk Reconstruction

Pay Item 480SRS: Reconstruct Concrete Paver Sidewalk, including removal of existing sidewalk Per Square Foot.

Ramps

Pay Item 480S-RP-1: Curb Ramp with Pavers (Type I) Per Each.
Pay Item 480S-RP-1A: Curb Ramp with Pavers (Type IA) Per Each.
Pay Item 480S-RP-1B: Curb Ramp with Pavers (Type IB) Per Each.

Streetscape Appurtenances

Pay Item 480S-SAP-1 Streetscape Bench (____ inches in length) Per Each.
Pay Item 480S-SAP-2 Streetscape Chair Per Each.
Pay Item 480S-SAP-3 Streetscape Bicycle Rack Per Each.
Pay Item 480S-SAP-4 Streetscape Trash Receptacle Per Each.
Pay Item 480S-SAP-5 Streetscape Street Light Per Each.
Pay Item 4~~32~~*80*S-SAP-7A Streetscape Tree Well for Clay Soils Per Each.
Pay Item 4~~32~~*80*S-SAP-7B Streetscape Tree Well for Granular Soils Per Each.
Pay Item 4~~32~~*80*S-SAP-7D Streetscape Above Grade Tree Planters with Bench Per Each.
Pay Item 4~~32~~*80*S-SAP-7E Streetscape Above Grade Tree Well with Seat Per Each.
Pay Item 4~~32~~*80*S-SAP-7F Streetscape Tree Well without Grate Per Each.
Pay Item 4~~32~~*80*S-SAP-7G Streetscape Above Grade Galvanized Steel Tree Planters Per Each

Pedestrian Railing

Pay Item 4~~32~~*80*S-PRP-1 Pedestrian Railing (Standard 707S-1) Per LF.
Pay Item 4~~32~~*80*S-PRP-2 Pedestrian ADA Railing – Option 1 (Standard 707S-2) Per LF.
Pay Item 4~~32~~*80*S-PRP-3 Pedestrian ADA Railing – Option 2 (Standard 707S-3) Per LF.
Pay Item 4~~32~~*80*S-PRP-4 Pedestrian ADA Railing – Option 3 (Standard 707S-4) Per LF.

End

SPECIFIC CROSS REFERENCE MATERIALS
Specification 432S, "P. C. Concrete Sidewalks"

City of Austin Standard Specifications

Designation	Description
Item No. 204S	Portland Cement Treatment for Materials in Place
Item No. 403S	Concrete for Structures
Item No. 407S	Fibrous Concrete

City of Austin Standard Details

Designation	Description
432S-7D	Above Grade Tree Planters
432S-7E	Above Grade Tree Well with Bench
432S-7G	Above Grade Galvanized Steel Tree Planters
432S-8A	Trash Receptacle Installation in Concrete Paver Sidewalk
432A-8C	Furnishing Location in 12' (3.6 M) or greater Trash Receptacle Siting
432S-9A	Bench Chair Installation in Concrete Paver Sidewalks
432S-9C	Furnishing Location in 12' (3.6 M) or greater Sidewalks-Bench Siting
432S-9D	Furnishing Location in Greater than 12' (3.6 M) or Less than 18' (5.4 M) Sidewalks-Bench Siting
480S-1	Sidewalk Paver Installation-Hatch Opening for Meter Box
480S-2	Sidewalk Paver Installation-Water Meter Vault
480S-3	Sidewalk Paver Installation-Alternate Customer Cut-Off
480S-4	Sidewalk Paver Installation-Light Pole/Fixture & Traffic Signal Pole
480S-5	Sidewalk Paver Installation-Pavers Along Back of Curb
480S-6	Sidewalk Paver Installation-Exterior Stairs and Steps
707S-1	Pedestrian Railing
707S-2	Pedestrian ADA Railing – Option 1
707S-3	Pedestrian ADA Railing – Option 2
707S-4	Pedestrian ADA Railing – Option 3
710S-3	Bicycle Rack Installation in Concrete Paver Sidewalk (Alternate 1)
710S-6A	Furnishing Location in 12' (3.6 M) or greater Sidewalks-Bicycle Rack Siting
710S-6B	Furnishing Location in Greater than 12' (3.6 M) or Less than 18' (5.4 M) Sidewalks-Bicycle Rack Siting

American Disabilities Act, Federal Register; Volume 56, No. 144; July 26, 1991
ADA Accessibility Guidelines For Building And Facilities

Designation	Description
Section 4.2	Detectable Warnings on Walking Surfaces
Section A4.29.2	Detectable Warnings on Walking Surfaces

Architectural Barriers; Texas Civil Statutes, Article 9102; June 14, 1995

Texas Accessibility Standards (TAS)

Designation	Description
Section 4.29	Detectable Warnings on Walking Surfaces
Section A4.29.2	Detectable Warnings on Walking Surfaces

American Society for Testing and Materials, ASTM

Designation	Description
ASTM C-33	Specification for Concrete Aggregates
ASTM C-936	Specifications for Solid Concrete Interlocking Paving Units

RELATED CROSS REFERENCE MATERIALS

City of Austin Standard Contract Documents

Designation	Description
00700	General Conditions
01500	Temporary Facilities
01550	Public Safety and Convenience

City of Austin Utilities Criteria Manual

Designation	Description
Section 5.2.3	Utility Adjustments For Roadway Construction Projects

City of Austin Standard Specifications

Designation	Description
Item No. 102S	Clearing and Grubbing
Item No. 104S	Removing Portland Cement Concrete
Item No. 110S	Street Excavation
Item No. 111S	Excavation
Item No. 132S	Embankment
Item No. 201S	Subgrade Preparation
Item No. 203S	Lime Treatment for Materials In Place
Item No. 480S	Concrete Paving Unit
Item No. 485S	Concrete Paving Units for Sidewalk Ramps
Item No. 604S	Seeding for Erosion Control

City of Austin Standard Details

Designation	Description
432S-2A	Detectable Warning-Paver
432S-3	Type I Curb Ramps-Full Intersection
432S-3A	Type I Curb Ramps-T Intersection
432S-3B	Type IA/IB Curb Ramps-Full Intersection
432S-3C	Type IA/IB Curb Ramps-T Intersection
432S-3D	Combined Curb Ramps-Full Intersection
432S-3E	Combined Curb Ramps-T Intersection
432S-3F	Combined Sidewalk Curb Ramp with Pavers
432S-3G	Combined Sidewalk Curb Ramp with Pavers within Limited ROW
432S-3H	Type I Curb Ramps within PC/PT of Curb and Gutter
432S-5	Type I Sidewalk Curb Ramp
432S-5A	Type IA Sidewalk Curb Ramp

432S-7C	Tree Well for New Trees Planted Within Concrete Sidewalk 3.6 M (12') or Greater
432S-7F	Tree Well Without Grate

Item No. 658S
Void and Water Flow Mitigation

658S.1 Description

This item governs notification requirements, as well as the furnishing and installing mitigation measures, specified by the Engineer or the designated Representative, for voids and water flow features discovered in bedrock during excavation activities of a project. This item does not apply to excavations that occur below the water table or in unconsolidated earth material. It is intended to address features observed upon initial excavation or discrete discharge points that are discovered when trench backfill material is removed. The purpose of the mitigation is to preserve voids and water flow features while maintaining utility integrity and preventing pollution.

The necessary investigation, selection methods for determining mitigation measures, and site plan correction submittal requirements are presented in Section 1.12.0 of the City of Austin Environmental Criteria Manual.

Standard Details 658S-1 through S-7 shall be used in site plan correction submittals related to the implementation of this item.

This specification is applicable for projects or work involving either inch-pound or SI units. Within the text the inch-pound units are given preference followed by SI units shown within parentheses.

658S.2 Submittals

A. Submittals requirements of this specification include:

1. 3 x 5 hard rock: Source, type and gradation of rock.
2. Controlled Low Strength Material (CLSM): Mix design for CLSM and other submittals shall be as required by Standard Specification Item 402S.
3. Low Slump Concrete: The mix design for Class I, Curb & Gutter, Hand-vibrated Concrete (3500 psi) and other submittals shall be as required by Standard Specification Item 403S.7, Table 5. The concrete shall have a maximum 3 inch (75 mm) slump.
4. Filter Fabric: Submittals as required by Standard Specification Item 620S. The material to be used for this application shall be noted.
5. Permanent Turf Reinforcement Mat (PTRM): Non-degradable turf reinforcement mat that meets the specification requirements of the U.S. Department of Transportation, Federal Highway Administration (FHWA) FP-03, Section 713.18. The mat shall be made of nylon or other inert plastic and not be coated with chemical, substance or film. Maximum mesh opening shall be no greater than 2.5 mm (0.1 inch).

658S.3 Materials

A. 3 x 5 hard rock: Rocks shall be sound with a minimum of 3 inches (75 mm) in smallest dimension and 5 inches (125 mm) in largest dimension. Open-graded rock of the size

indicated on Details and fines removed, shall be used.

B. Controlled Low Strength Material (CLSM): This material shall meet the requirements for CLSM as specified in Standard Specification Item 402S.

C. Filter Fabric: This material shall meet the requirements for filter fabric as specified in Standard Specification Item 620S.

D. Low Slump Concrete: This concrete shall meet the requirements for Class I, Curb & Gutter, Hand-vibrated Concrete as specified in Standard Specification Item 403S.7, Table 5. The concrete shall have a maximum 3-inch slump.

E. Polypropylene Bags filled with pea gravel. Pea gravel shall meet requirements of Standard Specification Item 510.2 (5).

F. Gravel Backfill: Gravel backfill shall meet requirements of Standard Specification Item 510.2 (2) (a) for pipe bedding stone.

G. Permanent Turf Reinforcement Mat (PTRM): Non-degradable turf reinforcement mat shall meet the specification requirements of the U.S. Department of Transportation, Federal Highway Administration (FHWA) FP-03, Section 713.18. The mat shall be made of nylon or other inert plastic and not be coated with chemical, substance or film. Maximum mesh opening shall be no greater than 2.5 mm (0.1 inch).

658S.4 Procedures

A. The Engineer or designated representative shall select a Geologist or designate a Geologist representative to observe trench walls greater than 5 feet (1.5 meters) deep of projects located within the Edwards Aquifer Recharge Zone (as defined by the City of Austin) or within 500 feet (152.5 meters) of a spring or seep identified during the permit review. The Geologist is defined as a geoscientist licensed under the Geology discipline by the Texas Board of Professional Geoscientists (Title 22, Part 39, Chapter 850.1). The Geologist representative is defined as a person who has been trained to identify and describe the geological origin of voids in karst terrain geology by the Geologist. A Professional Engineer with geological experience in karst terrain who qualifies to practice geoscience per the Texas Board of Professional Geoscientists rules (Title 22, Part 39, Chapters 850 and 851), may serve as the Geologist. Inspections must occur at least once daily during excavation operations and prior to backfilling the trench. Contractor shall be responsible to provide 24-hour prior notice of excavation activity to the designated Geologist or Geologist representative. The Contractor shall be responsible for ensuring that the Geologist or Geologist representative has the opportunity to observe the vertical face of all excavation activities (including pre-trenching operations) prior to any initial temporary back fill operations and following backfill removal for bedding, final back fill, pipe or manhole installation.

B. Each underground void or water flow feature shall be mitigated in accordance with one or more of the following procedures and methods:

1. The Geologist or designated Geologist representative will observe the trench wall for any voids larger than 1 cubic foot (0.023 cubic meters) or any water flow feature. The Geologist or the Owner shall call the City of Austin Environmental Inspector, the Construction Inspector or Site/Subdivision Inspector, the City of Austin geologist, as necessary, for additional observation of the anomaly. For General Permit projects, the General Permit office shall be notified. For City of Austin-constructed projects,

the location of the anomaly shall be recorded in the Construction Inspector's daily progress report. The owner must also notify the Texas Commission on Environmental Quality (TCEQ) for projects located within the jurisdictional boundaries of the Edwards Aquifer Recharge Zone, as defined in Chapter 213 of Title 30 of the Texas Administrative Code.

2. Initial observation of the anomaly shall be made from the top of the trench. The Contractor shall submit an Excavation Safety System Plan (City of Austin Standard Technical Specification Item 509S) for approval and shall install all necessary safety equipment to allow direct observation of the anomaly.
3. The Contractor must stop all excavation or trenching activities within 25 feet (7.62 meters) of the outer edge of the void's interior extent.
4. In certain cases, the Geologist or designated Geologist representative may determine that the void requires protection prior to any further backfill operations. Protection preventing the backfill from entering the void may consist of plywood planking or other barricade necessary to block the backfill. Areas of flowing water may require temporary mitigation measures, as well. The Contractor shall implement all appropriate mitigation measures established by the Geologist or designated Geologist representative.
5. If a void is located at the bottom of a trench, temporary void protection per Class I, Standard Detail 658S-1, shall be provided at all times that trench excavation is halted and until Owner's geologic and biologic inspection has occurred and Contractor has been given instructions on how to proceed.
6. A second void or water flow feature inspection may be required following final excavation operations. The Contractor shall stabilize the trench to allow for observation of the anomaly from within the trench. The Contractor shall provide an Excavation Safety System Plan (City of Austin Standard Technical Specification Item 509S) and shall install all necessary safety equipment to allow direct observation of the void or water flow feature. The Contractor shall assist in the investigation by providing access to the anomaly (e.g., ladders, harness and rigging, scaffolding, etc.) and confined space safety equipment. Contractor shall install all necessary shoring and trench protection.
7. The Contractor shall provide the safety plan for allowing trench entry for anomaly inspection. The Contractor's designated safety supervisor shall ensure that all OSHA requirements are met during anomaly observation. The Contractor shall not place pipe, pipe bedding, and backfill within 25 feet (7.62 meters) of the anomaly prior to final inspection.
8. The Engineer or designated representative shall submit a site plan correction to the City of Austin for all voids and/or anomalies that require mitigation measures; except for voids that are less than 18 cubic feet (.504 cubic meters), are dry, have no airflow and are located above the top of a utility pipe. The site plan correction shall show the surveyed location of the void (s) and/or anomaly (ies) and shall reference mitigation measures from this specification. The corresponding detail (s) are to be included in the correction. The Contractor shall not proceed with construction of the mitigation measures, excavating, pipe placement or installing pipe bedding or backfill within 25 feet (7.62 meters) of the anomaly (ies) until an approved site plan correction is acquired.
9. Mitigation of voids that are less than 18 cubic feet (.504 cubic meters), are dry, have no airflow and are located above the top of a utility pipe may proceed following a site meeting of the Engineer, the Geologist, the City of Austin Environmental Inspector, a

City of Austin geologist and concurrence of a mitigation method. The Environmental Inspector will issue a punch list that will require a site plan correction approval prior to issuing a Certificate of Occupancy on any private project or prior to a final walk-through on a subdivision project and prior to the issuance of the engineer's concurrence letter. For City of Austin General Permits office projects, a member of that office must be present at the site meeting and agree with the proposed mitigation method.

10. The Contractor shall construct the void and/or water flow mitigation measure (s) in accordance with the approved site plan correction. Anticipated measures shall be documented within the Contract Documents and pay items. The Contractor and Construction Inspector shall record material quantities of all completed mitigation measures in accordance with the pay items in the Construction Inspector's daily progress report for each day that a specific mitigation event is undertaken.

11. Upon completion of each void and/or water flow mitigation measure, a Geologist or designated Geologist representative shall inspect the work before the Contractor resumes construction activities within 25 feet (7.62 meters) of the anomaly.

658S.5 Execution

A. GENERAL

The Engineer or designated representative shall establish the appropriate permanent void and water flow mitigation measures. Void and/or water flow mitigation measures shall be constructed as herein depicted and specified for most anomalies encountered. If the Geologist or designated Geologist representative observes unusually large voids or unforeseen circumstances, other measures may be prescribed by the Engineer or designated representative once the anomaly is observed.

B. VOID AND WATER FLOW MITIGATION MEASURES

1. Class I temporary void mitigation measures for a void at the bottom of a trench or along a sidewall of a trench, as indicated in Standard Detail 658S-1, generally consist of:

   a. Temporary protection of the void shall be provided by covering the void opening with filter fabric with minimum of 3 foot (915 mm) distance from edge of void to edge of filter fabric. This action will be taken prior to covering the trench or temporary backfilling operations.

   b. The void opening shall be covered with plywood planking with a minimum of 1 foot (305 mm) distance from edge of the void to the edge of the planking. Planking is to be placed to prevent backfill from entering void. Rock (minimum weight of 5 pounds (2.3. kg)) or concrete block shall be placed over planking.

2. Class II permanent void mitigation measures, as indicated in Standard Detail 658S-2, generally consist of:

   a. Permanent protection of the void by hand packing with 3 to 5-inch (75 to 125 mm) rock to provide stable bearing support and covering the rock at the opening with filter fabric. Low slump concrete (3500 psi) shall be placed to cover the opening area and to seal the void at the limits of excavation. Concrete shall be a minimum of 18 inches (457 mm) thick within the void opening and shall extend a minimum of 6 inches (152 mm) beyond the edge of the void. Void openings that are less than 30 inches deep shall be sealed entirely with concrete. A form shall be used to ensure proper placement of a low slump concrete-seal over the void

opening. After the void is covered, the controlled low-strength bedding and backfill material shall be placed. The controlled low-strength fill material shall extend a minimum of 5 feet (1.5 meters) beyond the edge of all voids in all directions.

b. For Grade 2 voids, additional measures may be specified by the Engineer or designated representative (e.g., increase thickness of concrete and placement of rebar reinforcement in the concrete, placement of a steel plate over void opening, etc.).

3. Class III void mitigation measures, as indicated in Standard Detail 658S-3, generally consist of:

   a. Permanent protection of the void by hand packing large areas with pea gravel-filled polypropylene bags to provide stable bearing support in order to protect a void from infiltration of backfill material. If a void is greater than 100 cubic feet (2.8 cubic meters) or is located within a rock strata that is structurally unstable, then 3 to 5-inch (75 to 125 mm) rock may be utilized behind the gravel-filled polypropylene bags to prevent ground collapse. A connector pipe may be required to maintain air or water flow within a void bisected by the trench. After a void is filled, low slump concrete (Class I, 3500 psi) shall be placed to seal the void opening. If needed, place a form to ensure a minimum thickness of concrete that extends at least 18 inches (457 mm) into the void.

   b. Secondary containment of wastewater and stormsewer lines by outer carrier pipe or low slump concrete (Class I, 3500 psi) or CLSM encasement is required. If CLSM encasement is proposed, then the engineer must submit pipe deflection and wall crushing calculations. Low slump concrete or CLSM encasement shall be a minimum of 6 inches (152 mm) thickness on all sides of the pipe and shall extend a minimum of 5 feet (1.5 m) beyond the edge of any voids. Design of carrier pipe must be reviewed by the City of Austin for all City of Austin wastewater and stormsewer lines prior to submittal of the site plan correction. Stabilizing collars and other supports, as needed, must be provided. The engineer must modify Standard Detail 658S-3 or provide a specific detail showing the proposed carrier pipe installation and void mitigation.

4. Class IV void mitigation measures, as indicated in Standard Detail 658S-4, are RESERVED FOR FUTURE RULE REVISION.

5. Class V void mitigation measures, as indicated in Standard Detail 658S-5, generally consist of:

   a. Placement of CLSM bedding material along the length of pipe as directed by the Engineer or designated representative.

   b. Placement of gravel backfill material wrapped in PTRM one foot (.305 meters) beyond limits of void in all directions. PTRM shall be placed along areas between the gravel material and trench walls/earth backfill and shall overlap at top.

   c. A minimum of 3 feet (.915 meters) of CLSM backfill shall be placed along the length of pipe on either side of the gravel backfill material and shall extend a minimum of 1 foot (.305 meters) above the gravel backfill material. Forms shall be used to control the placement of CLSM material.

6. For very large voids, the Engineer shall define specific mitigation measures. The Contractor will implement specific mitigation measures per the direction of the Engineer or designated representative after the site plan correction is approved by the City of Austin.

C. REPORTING

1. The Contractor shall provide written documentation to the Engineer or designated representative describing the void and water flow mitigation measures taken on the Project. The information shall be included in the Construction Inspector's daily progress report. The report shall include, as a minimum, the following information:

   a. Location (line stationing, distance from permanent structure, depth in trench from adjacent surface grade, geologic strata, etc.).

   b. Physical dimensions of void and/or description of water flow recorded on the Contractor Void Description and Documentation Log Sheet (provided as Attachment A).

   c. Photographs, field notes, maps, sketches, and measurements.

   d. Mitigation action taken and status. Include a copy of the plan sheet showing the location of the void and details for mitigation measures.

For City of Austin-constructed projects, also include the following:

   e. Actual agreed-upon quantities of materials used by Contractor in execution of mitigation shall be included in the Construction Inspector's daily progress report.

   f. Signature from the Contractor and Construction Inspector indicating agreement with the documented quantities and any delays associated with downtime for observation of the void.

658S.6 Measurement

A. Measurement for void and water flow mitigation measures shall be made as follows:

1. Measurement of temporary void protection (filter fabric, plywood planking, etc.) shall be per each occurrence.
2. Measurement of controlled low strength material shall be by the cubic yard of material in place.
3. Measurement of pea gravel-filled polypropylene bags shall be by each. Minimum size is 1 cubic foot (0.028 cubic meters).
4. Measurement of 3 to 5-inch (75 to 125 mm) rock shall be by the cubic yard (cubic meter) of rock placed.
5. Measurement of filter fabric shall be by the square yard of filter fabric as needed to maintain specified clearance from edge of void.
6. Measurement of permanent turf reinforcement mat shall be by the cubic foot (cubic meter) of material in place.
7. Measurement of low slump concrete material shall be by the cubic foot (cubic meter) of material in place.
8. Measurement for provision of Special Trench Safety shall be per Linear Foot.
9. Measurement for Downtime Associated with Observation of Voids and/or Flowing Water shall be per Day. This pay item shall only apply in circumstances where the Contractor's operations have been halted and Contractor cannot continue work in another area of the project. Delay time will not be allocated for time that work on a void mitigation measure is in progress, only for time associated with observation and determination of mitigation measures to be taken. Contractor must notify the City's

Inspector within one hour of the beginning of the delay and document the time and cause of delay. Documentation shall also include explanation of why work could not continue. Work stoppage for one hour or less shall not be cause for delay and will not be measured, but shall be included in the unit price bid in the pipe pay items. Partial day delays shall be measured as fractions of a day calculated by half days. Delays over one hour and up to 4 hours will be counted at 0.5 DAY.

10. Measurement for Observation of Voids and/or Water Flow Features by the Geologist and/or Geologist Representative. This pay item shall apply for the time that the observation occurs and for time to report observations as required by this specification and associated rule ECM 1.12.0.

658S.7 Payment

This section does not obligate the City of Austin to pay for void and water flow mitigation measures on private projects.

The work performed for "Temporary Void Protection (Plywood Planking)" and “Pea Gravel-Filled Polypropylene Bags for Void Mitigation” will be paid for at the unit price bid per each occurrence. The unit price bid items shall include full compensation for all materials and all manipulations, labor, tools, equipment and incidentals necessary to complete the work.

The work performed for "Controlled Low Strength Material," “Low Slump Concrete,” and “3 To 5 Inch Rock for Void Mitigation” will be paid for at the unit price bid per cubic yard. These unit bid price items shall include full compensation for all concrete, rock, curing, finishing, and for all labor, tools, materials, equipment and incidentals necessary to complete the work.

The work performed for "Filter Fabric for Void Mitigation" and for “Permanent Turf Reinforcement Mat” will be paid for at the unit price bid per square yard. These unit bid price items shall include full compensation for all materials and all manipulations, labor, tools, equipment and incidentals necessary to complete the work.

The work performed for "Special Trench Safety Associated with Observation of Voids and/or Flowing Water" will be paid for at the unit price bid per linear foot. These unit bid price items shall include full compensation for all materials, supervision, mobilization, de-mobilization, and all manipulations, labor, tools, equipment and incidentals necessary to complete the work.

The work performed for "Downtime Associated with Observation of Voids and/or Flowing Water" will be paid for at the unit price bid per day. This unit bid price item shall include full compensation for all materials, supervision, mobilization, de-mobilization, and all manipulations, labor, tools, equipment and incidentals necessary to complete the work.

The work performed for “Observation of Voids and/or Water Flow Features by the Geologist and/or Geologist Representative” will be paid for at the unit price bid per hour. This unit bid price item shall include full compensation for all materials, supervision, mobilization, de-mobilization, and all manipulations, labor, tools, equipment and incidentals necessary to complete the work and submit written documentation.

Payment for will be made using the following bid items:

Pay Item 658S-1:	Temporary Void Protection (Plywood Planking)	Per Each
Pay Item 658S-2:	Controlled Low Strength Material for Mitigation	Per Cubic Yard
Pay Item 658S-3:	Pea Gravel-Filled Polypropylene Bags for Void Mitigation	Per Each

Pay Item 658S-4:	3 To 5 Inch Rock for Void Mitigation	Per Cubic Foot
Pay Item 658S-5:	Filter Fabric for Void Mitigation	Per Square Yard
Pay Item 658S-6:	Permanent Turf Reinforcement Mat for Void Mitigation	Per Square Yard
Pay Item 658S-7:	Low Slump Concrete	Per Cubic Foot
Pay Item 658S-8:	Special Trench Safety Associated with Observation of Voids and/or Flowing Water	Per Linear Foot
Pay Item 658S-9:	Downtime Associated with Observation of Voids and/or Flowing Water	Per Day
~~**Pay Item 658S-10:**~~	~~Observation of Voids and/or Water Flow Features by the Geologist and/or Geologist Representative~~	~~Per Hour~~

End

SPECIFIC CROSS REFERENCE MATERIALS
Specification 658S, "Void and Water Flow Mitigation"

City of Austin Environmental Criteria Manual

Designation	Description
ECM 1.12.0	Void and Water Flow Mitigation

City of Austin Standard Details

Designation	Description
658S-1	Class I – Temporary Protection of Void at Bottom of Trench
658S-2	Class II – Permanent Void Mitigation Measures
658S-3	Class III – Void Mitigation Measures
658S-4	Class IV – Water Flow Mitigation Measures Groundwater Within Bedding Material Depth
658S-5	Class V – Water Flow Mitigation Measures Groundwater Above Bedding Material Depth
658S-6	Class V – Combination Void and Potential Water Flow Mitigation Measures
658S-7	Modified Concrete Retard

City of Austin Standard Specifications

Designation	Description
Item 402S	Controlled Low Strength Material
Item 403S	Concrete for Structures
Item 509S	Excavation Safety Systems
Item 510.2 (2)(a)	Pipe Materials, Pipe Bedding Stone
Item 510.2 (5)	Pipe Materials, Pea Gravel
Item 620S	Filter Fabric

RELATED CROSS REFERENCE MATERIALS

U.S.Department of Transportation, federal Highway Administration

Designation	Description
FP-03, Section 713.18	Permanent Turf Reinforcement Mat specifications

City of Austin Environmental Criteria Manual

Designation	Description
ECM, Appendix P-1, Note 8	Erosion and sedimentation control note requiring notification and work stoppage for voids discovered on a project.

ATTACHMENT A.

Contractor Void Description and Documentation Log Sheet

CONTRACTOR VOID DESCRIPTION AND DOCUMENTATION LOG SHEET

Name:_____ Project Name:_____
Date:_____ Time:_____ COA Site Plan No.:_____
Construction Supervisor's Name: _____Phone Number:_____
Project Engineer: _____

How was void intercepted? (trenching, excavating, etc.)

Depth of void from ground surface:
Location of void, as distance measured from two closest surveyed stations:
GPS Coordinates of void:
(report as UTM State Plane Coordinate system, NAD 83 or state reference system for a handheld GPS unit)

Size of void: width length height
Depth extending into rock

Shape of void: circular Keyhole irregular, curved shape
vertical fracture fracture trend: (azimuthal degrees)
horizontal fracture

Characteristics: water flowing out? Rate or volume?
air flow out?

Sketch a profiles of the void showing both sidewalls and the floor of the trench. Include measurements such as depth of trench, size of void (width, length, height), etc.
TAKE PHOTOGRAPHS OF THE TRENCH WALLS AND THE INTERIOR OF THE VOID.

LEFT WALL

RIGHT WALL

TOP VIEW