

DATE: June 5, 2013

TO: MAG Specifications and Details Committee Members

FROM: Peter Kandaris, Advisory Member

RE: Revisions to Section 340 – Concrete Curb, Gutter, Sidewalk, Sidewalk Ramps, Driveway and Alley Entrance – *Modifications to 4/27/13 draft*

Modifications to the 4/27/13 draft of the revised specification are attached. Comments received to date have been incorporated as follows (yellow highlights):

- Section 340.3.1 – The section now references use of specifications that may be provided for subgrade treatment in the project geotechnical report.
- Section 340.3.3 – The term “wood float” has been replaced with “float.”
- Section 340.3.7 – Finish has been simplified to light broom.
- Section 340.3.10 – Grinding can be allowed by the Engineer.

The working group would like committee input on the following items in the revised standard (green highlights):

- Section 340.3.4.1 – Should expansion joints be made closer in cul-de-sacs?
- Section 340.3.6 – Discuss repair of ADA ramps.
- Section 340.3.10 – Should curb joint spacing be specified? If so, at what spacing? Can sawcuts be used or should curbing be removed from joint to joint?
- Section 340.5 – Discuss payment for valley gutter excavation.

SECTION 340

CONCRETE CURB, GUTTER, SIDEWALK, SIDEWALK RAMPS, DRIVEWAY AND ALLEY ENTRANCE

340.1 DESCRIPTION:

The various types of concrete curb, gutter, sidewalk, sidewalk ramps, driveways, and alley entrances shall be constructed to the dimensions indicated on the plans and standard detail drawings.

340.2 MATERIALS:

Concrete shall be ~~class B unless otherwise as~~ noted on the standard details. Concrete shall conform to the requirements of Section 725.

Expansion joint filler shall be 1/2-inch thick preformed bituminous material in compliance with Section 729, unless otherwise noted.

340.2.1 Detectable Warnings: Truncated dome dimensions and spacing for detectable warnings are defined by the Americans with Disabilities Act Accessibilities Guidelines (ADAAG) for optimal detectability and public safety. Detectable warnings shall consist of raised truncated domes aligned in a square grid pattern in conformity to the ADAAG. Truncated domes shall have the following nominal dimensions: base diameter of 1.0 inches (0.9 inches minimum) top diameter of 50 percent of the base diameter minimum to 65 percent of the base diameter maximum, and height of 0.2 inches. Dome center-to-center spacing of 2.35 inches, measured between the most adjacent domes on the square grid. Dome center-to-center spacing for radial installations shall be 1.6 inches minimum and 2.4 inches maximum with a base-to-base spacing of 0.65 inches minimum. Detectable warning edges shall be sized and installed so that dome spacing is maintained across adjoining edges. Each dome shall have ~~a~~ minimum static friction of coefficient of 0.8 as tested per ASTM C1028.

340.2.1.1 Color and Contrast: Detectable warnings shall contrast visually with adjoining surfaces, either light-on-dark or dark-on-light. Specific colors to be used shall be approved by the local jurisdictional agency prior to installation. Detectable warnings shall have integral color throughout.

340.2.1.2 Materials: Detectable warning materials shall be durable with a non-slip surface not subject to spalling, chipping, delamination, or separation. All detectable warnings shall be approved by the local jurisdictional agency prior to installation.

340.2.1.3 Attachment System: Detectable warnings shall be either placed in freshly poured concrete (wet-set) or recessed into pre-formed concrete. Detectable warnings using wet-set placement shall have an anchoring method that assures constant contact of the detectable warning bottom surface with the concrete as it cures, thus rendering the ramp a single monolithic structure. The thicker and heavier detectable warnings lowered into pre-formed recesses in the concrete substrate must demonstrate a firm fitting into metal reinforced frames without gaps along the edges that can channel water, sand, or debris. They must also be able to resist movement (i.e. sliding, rocking, or lifting) once in service. All attachment systems shall be approved by the local jurisdictional agency.

340.3 CONSTRUCTION METHODS:

~~Existing pavements and concrete that are joined by new construction shall be cut in accordance with Section 601.~~

340.3.1 Subgrade Preparation: The subgrade shall be constructed and compacted true to grades and lines shown on the plans and as specified in Section 301. Unless otherwise specified by the project geotechnical report, All soft, expansive or unsuitable material shall be removed to a depth of not less than 6 inches below subgrade elevation and replaced with material satisfactory to the Engineer. Removal and replacement of soft, expansive or unsuitable material will be paid for as extra work.

~~When the Engineer determines that the existing subgrade consists of soils with have questionable swelling characteristics, the soils shall be tested to determine if they are non-expansive, marginally expansive, or expansive. Testing shall be in accordance with ASTM D4546 (one-dimensional swell test) remolded to 95% of maximum density at optimum moisture. Maximum density and optimum moisture shall be determined in accordance with ASTM D698(A). Based on the test results, the subgrade removal and compaction requirements of Section 301.3 shall be modified as noted in Table 340-1, the moisture content shall be brought as close as possible to the optimum required for compaction. This shall be done by the addition of water, by the addition and blending of dry suitable material or by the drying of existing material. The subgrade shall then be compacted to a relative density of 75% minimum to 85% maximum with 80% as ideal.~~

<u>Table 340-1</u>			
<u>% Swell</u>	<u>Description</u>	<u>Required Corrective Action ⁽¹⁾</u> <u>Section 301.1 Type "A" Subgrade</u>	<u>Required Corrective Action ⁽¹⁾</u> <u>Section 301.1 Type "B" Subgrade</u>
<u><1</u>	<u>Non-expansive</u>	<u>No Change</u>	<u>No Change</u>
<u>1 to 3</u>	<u>Marginally expansive</u>	<u>Compact to between 90% and 95% of maximum density at a moisture content between 0% to 3% above optimum moisture per ASTM D698</u>	<u>Compact to between 85% and 90% of maximum density at a moisture content between 0% to 3% above optimum moisture per ASTM D698</u>
<u>>3</u>	<u>Expansive</u>	<u>Remove the upper 24 inches of subgrade and replace with non-expansive material per this table and Section 301.3.</u>	

(1) Note: Alternate corrective measures may be submitted to the Agency by the Contractor for review. The submittal must include recommendation affixed with the professional seal of an Arizona registered engineer

~~Material removed due to expansive potential or otherwise found to be unsuitable displaced in the construction shall not be placed on the base and/or surfacing material already in place on the roadway nor shall the excavated material be placed in such a manner as to interfere with access to property or traffic flow in the street.~~

~~Existing concrete sidewalks and driveways which abut the new sidewalks and driveway entrances shall be removed to a distance required to maintain a slope as indicated by standard details or not to exceed 1 inch per foot where sidewalks are concerned. Sawcutting is required at the match lines and payment will be made under the respective pay items as provided in the proposal.~~

340.3.2 Formwork: Concrete curbs, gutters and sidewalks shall be constructed by the conventional use of forms, or may be constructed by means of an appropriate machine when approved by the Engineer.

If machines designed specifically for such work and approved by the Engineer are used, the results must be equal to or better than that produced by the use of forms. If the results are not satisfactory to the Engineer, the use of the machine shall be discontinued and the Contractor shall make necessary repairs at

his own expense. All applicable requirements of construction by use of forms shall apply to the use of machines.

Forms conforming to the dimensions of the curb, gutter, sidewalk, sidewalk ramps, driveway, and alley entrance shall be carefully set to line and grade, and securely staked in position. The forms and subgrade shall be watered immediately in advance of placing concrete.

Forms shall be thoroughly cleaned each time they are used, and shall be coated with a light oil, or other releasing agent of a type which will not discolor the concrete.

340.3.3 Concrete Placement: The concrete shall be thoroughly spaded away from the forms so that there will be no rock pockets next to the forms. The concrete may be compacted by mechanical vibrators approved by the Engineer. Tamping or vibrating shall continue until the mortar flushes to the surface, and the coarse aggregate is below the concrete surface. The surface shall then be struck off and worked to grade and cross section with a float.

If machine placement is used, the machine shall place, consolidate and finish the concrete in one complete pass, requiring a minimum of hand finishing producing a dense and homogeneous section. A form shall trail behind the machine for such a distance that no appreciable concrete slumping will occur. Final finishing shall be as specified hereinafter.

340.3.4 Joints: Shall be constructed in a straight line, vertical plane and perpendicular to the longitudinal line of the sidewalk, curb and gutter, single curb, etc., except in cases of curved alignment, where they shall be constructed along the radial lines of the curve.

340.3.4.1 Expansion Joints: ~~Unless otherwise specified, expansion joints shall be installed at all radius points, at both sides of each driveway, at both sides of each alley entrance, at adjoining structures and at every change of depth in the concrete and shall provide for complete separation of adjoining structures. The maximum distance between expansion joints shall be 50 feet, except in radii such as doglegs and cul-de-sacs where the maximum distance between expansion joints shall be 25 feet. Expansion joints shall be constructed in a straight line, vertical plane and perpendicular to the longitudinal line of the sidewalk, curb and gutter, single curb, etc., except in cases of curved alignment, where they will be constructed along the radial lines of the curve. Expansion joints shall be placed to match the joints of the adjacent concrete such as sidewalk to the curb and gutter or single curb, etc.~~

Expansion joints shall be constructed to the full depth and width of the concrete and shall match joints in adjacent pavement, sidewalk, curb or gutter. The expansion joint material shall extend fully through the concrete and one inch into the subgrade with the top of the expansion joint material one-quarter inch below the top surface as depicted in Detail 230. Expansion joint material shall be secured in place prior to placement of concrete. ~~Unless otherwise specified, all expansion joints installed against newly placed concrete, sawcut or other smooth surfaces shall comply with Section 729.1—Premolded Joint Filler per ASTM D1751, ½ inch, Bituminous Type. Expansion joints installed against existing uneven surfaces shall be per Section 729.2—Pour Type Joint Filler.~~

340.3.4.2 Contraction Joints: ~~Contraction joints, unless otherwise specified, the large aggregate in contraction joints shall be separated to either side of the joint for a minimum depth equal to 25% of the concrete thickness; the finished depth shall be a minimum of ¾ inch, shall be constructed in accordance with the standard details, and in a straight line and vertical plane perpendicular to the longitudinal line of the sidewalk, sidewalk ramp or curb and gutter, except in cases of curved alignment when they will be constructed along the radial lines of the curb.~~

~~Sidewalk or sidewalk ramp score marks, unless otherwise specified, shall be constructed in accordance with the standard detail.~~

340.3.5 Edges: All exposed edges shall be shaped with a suitable tool so formed ~~as to round the~~ edges to a radius having the shape as indicated on the standard referenced details.

~~**340.3.1 Detectable Warnings:** The detectable warning surface shall be located so that the edge nearest the curb line is 6 inches minimum and 8 inches maximum back from the face of curb. Detectable warning surfaces for railroads shall be located so that the edge nearest the rail crossing is 6 inches minimum and 8 inches maximum from the vehicle dynamic envelope.~~

340.3.6 Detectable Warnings: Detectable warnings shall be installed perpendicular to the direction of pedestrian/wheelchair travel and have a minimum width of 24 inches measured perpendicular to the edge of the roadway or rail crossing. The base surface of detectable warnings shall be installed flush with the adjacent walkway surface; the truncated domes shall extend above the walkway surface. The boundary between detectable warnings and the adjacent walkway shall provide a flush uniform surface that will not cause ponding of water nor present a tripping hazard. Partial domes at the edge of the detectable warning shall be made flush to match the base surface of the detectable warning. Detectable warnings installed on curb ramps shall extend the full width of the ramp depression.

Detectable warnings installed on sidewalk ramps shall modify the sidewalk concrete thickness at the detectable warning to provide a minimum concrete thickness of four-inches (4"). When detectable warnings are modules inset into the sidewalk ramp, the bottom surface of the sidewalk shall be lowered a distance equal to or greater than the module thickness to maintain the minimum sidewalk thickness. The sidewalk bottom surface shall have a minimum transition taper length of 12" between the thickened and normal depth sections of sidewalk. The detectable warning surface shall be located so that the edge nearest the curb line is 6 inches minimum and 8 inches maximum back from the face of curb.

Detectable warning surfaces for pedestrian at-grade rail crossings not located within a street or highway shall be installed on each side of the rail crossing, located as shown on plans. Detectable warnings shall extend the full width of the pedestrian walkway.

Repair of ADA ramps shall be done in such a way as to maintain a single monolithic structure, such as installation of #4 dowel rods spaced at 8 inches on center or other methods as determined by the Engineer.

340.3.7 Form Removal and Finishing: The front face form shall not be removed before the concrete has taken the initial set and has sufficient strength to carry its own weight. Gutter forms and rear forms shall not be removed until concrete has hardened sufficiently to prevent damage to the edges. ~~Special care shall be taken to prevent any damage.~~ Any portion of concrete damaged while stripping forms shall be repaired or ~~if the damage is severe,~~ replaced at no additional cost to the Contracting Agency.

After the forms are removed, the joints shall be tooled and the surface finished with a float to remove all imperfections. In all cases, the resulting surface shall be smooth and of uniform color with all rough spots, projections, and form stakes removed. No plastering of the concrete will be allowed. The concrete work shall have a true surface; shall be free from sags, twists, or warps; have a uniform appearance; and be true to the lines, grades, and configurations indicated on the drawings.

Surfaces shall be light broom finished.

The Contractor shall stamp ~~his~~the company name and year ~~on all work done by him,~~ on each end of the curb, gutter, sidewalk or sidewalk ramp constructed. The letters shall not be less than 3/4 inch in height.

340.3.8 Curing: As soon after the completion of the finishing operations as the condition of the concrete will permit, all exposed surface shall either be sprayed with a pigmented curing compound or sealed with a material conforming to Section 726. Curing compound shall be applied under pressure through a spray nozzle in such manner and quantity as to entirely seal all exposed concrete surfaces with a uniform film. The membrane shall be applied in two applications for a total coverage of 150 square feet per gallon. Concrete surfaces shall be kept damp until the curing compound is applied. Should the curing compound seal be broken or damaged before the expiration of 10 days after the placing of the concrete, the break shall be immediately repaired by the application of additional curing compound over the damaged area.

If due to weather conditions, materials used, or for any other reason, there is any likelihood of the fresh concrete checking or cracking before the curing operations, it shall be kept damp (not wet) by indirect fine spray of water until such danger is past, or until curing operations are started in the particular area affected. The need for adequate continuous curing is greatest during the first few hours after placement of concrete.

340.3.9 Tolerances: The face, top, back, and flow line of the curb and gutter shall not deviate in excess of 1/4-inch over 10 feet, as ~~be~~ tested with a 10-foot straightedge or curve template, longitudinally along the surface. ~~Any deviation in excess of 1/4 inch shall be corrected at no additional cost to the Contracting Agency.~~

The surface of concrete sidewalk or sidewalk ramp shall not deviate in excess of 1/8-inch over 5 feet as ~~be~~ tested with a 5-foot straightedge except for the 1/4-inch recess of the preformed material in expansion joints. ~~Any deviation in excess of 1/8 inch shall be corrected at no additional cost to the Contracting Agency.~~

All finished concrete elevations shall not deviate from the elevations shown on the plans, or indicated by typical sections or standard details referenced within the construction documents, by more than **1/2 inch.**

When required by the Engineer, gutters ~~having a slope of 0.8 foot per hundred feet or less, or where unusual or special conditions cast doubt on the capability of the gutters to drain, they~~ shall be water tested. ~~Water testing shall consist of~~ The Contractor shall establishing flow in the length of gutter to be tested by supplying and distributing water from a hydrant, tank truck or other source. ~~One hour a~~ After the supply of water is shut off; and water has stopped flowing, the gutter shall be inspected for evidence of ponding or improper shape. The work shall be deemed deficient if ~~In the event~~ water is found ponded in the gutter to a depth greater than 1/2 inch; or ponding extends onto the adjacent asphalt pavement; ~~the defect or defects shall be corrected in a manner acceptable to the Engineer without additional cost to the Contracting Agency.~~

Areas between elevations shown on the plans shall be straight graded or smoothly transitioned through a vertical curve in a manner approved by the Engineer or as otherwise indicated on the construction documents.

340.3.10 Deficiencies: Any section of the work deficient in depth or not conforming to the plans or specifications shall be removed and replaced by the Contractor at no additional cost to the Contracting Agency. **Replacement or reconstruction shall be from joint to joint**

Concrete work that deviates in straightness as specified in Section 340.3.9 shall be removed and replaced.

Remove and replace gutters that exceed the ponding tolerance in Section 340.3. Grinding shall only be allowed if approved by the Engineer.

Remove and replace all work that exceeds the elevation tolerance in Section 340.3. Finishing and Curing of the concrete shall be done in the manner specified in Section 505.

~~340.3.1 Detectable Warnings: The detectable warning surface shall be located so that the edge nearest the curb line is 6 inches minimum and 8 inches maximum back from the face of curb. Detectable warning surfaces for railroads shall be located so that the edge nearest the rail crossing is 6 inches minimum and 8 inches maximum from the vehicle dynamic envelope.~~

~~Detectable warnings shall be installed perpendicular to the direction of pedestrian/wheelchair travel and have a minimum width of 24 inches measured perpendicular to the edge of the roadway or rail crossing. The base surface of detectable warnings shall be installed flush with the adjacent walkway surface; the truncated domes shall extend above the walkway surface. The boundary between detectable warnings and the adjacent walkway shall provide a flush uniform surface that will not cause ponding of water nor present a tripping hazard. Partial domes at the edge of the detectable warning shall be made flush to match the base surface of the detectable warning. Detectable warnings installed on curb ramps shall extend the full width of the ramp depression.~~

~~Detectable warnings installed on sidewalk ramps shall modify the sidewalk concrete thickness at the detectable warning to provide a minimum thickness of four inches (4"). When detectable warnings are modules inset into the sidewalk ramp, the bottom surface of the sidewalk shall be lowered a distance equal to or greater than the module thickness to maintain the minimum sidewalk thickness. The sidewalk bottom surface shall have a minimum transition taper length of 12" between the thickened and normal depth sections of sidewalk.~~

340.4 BACKFILLING:

Unless otherwise specified the Contractor shall backfill behind the curbs, sidewalk or sidewalk ramps with soil native to the area to the lines and grades shown on the plans.

340.5 MEASUREMENT:

Concrete curbs and gutters of the various types shown on the plans and in the proposal, will be measured along gutter flow line through inlets, catch basins, driveways, sidewalk ramps, etc., by the lineal foot to the nearest foot for each type, complete in place. Measurement for curb terminations and transitions shall be included with the linear measurement of the various types of curb or curb and gutter as shown on the plans and in the proposal.

Curb and gutter type shall be based on the configuration of the final exposed surfaces. The increased curb and gutter depth required at valley gutter aprons or driveways shall not be measured as a separate pay item; any additional Contractor cost shall be included in the unit cost associated with the valley gutter, driveway or other associated item.

Concrete sidewalks, ~~sidewalk ramps~~, driveways, alley intersections, valley gutters and aprons will be measured to the nearest square foot complete in place. ~~When concrete sidewalk, sidewalk ramps, driveways, alley intersections, valley gutters, and/or aprons are cut during trenching operations, the square foot measurement for payment will be in accordance with Section 336.~~

Detectable warnings shall not be measured for payment. Detectable warnings are considered integral to the walking surface that they form a part of and the cost is included in the related pay item.

Curb ramp installations shall be measured as complete installed units and shall include the ramp curb and the walking surfaces between the ramp curb and back of curb and gutter or single curb. Single curb or curb and gutter located at the edge of roadway shall be paid for separately. The surface area of curb ramps shall not be included in the measured quantity for sidewalks.

340.6 PAYMENT:

Payment ~~for the above named items~~ will be made in accordance with the unit prices or lump sums as set forth in the proposal. Such payment shall include full compensation for furnishing all labor, material, tools and equipment and accomplishing all work in conformance with the contract documents.

Payment for curb ramps shall include the ramp curb and the walking surfaces between the ramp curb and back of curb and gutter or single curb.

Over-excavation of soft, expansive or unsuitable materials and installation granular materials will be paid as a separate pay item, not included with the above measured pay items.