March 12, 2015

July 3, 2017

REVISION OF SECTION 105

CONFORMITY TO THE CONTRACT OF

PORTLAND CEMENT CONCRETE PAVEMENT

**NOTICE**

This is a standard special provision that revises or modifies CDOT’s *Standard Specifications for Road and Bridge Construction.* It has gone through a formal review and approval process and has been issued by CDOT’s Project Development Branch with formal instructions for its use on CDOT construction projects. It is to be used as written without change. Do not use modified versions of this special provision on CDOT construction projects, and do not use this special provision on CDOT projects in a manner other than that specified in the instructions unless such use is first approved by CDOT’s Standards and Specifications Unit. The instructions for use on CDOT construction projects appear below.

Other agencies which use the *Standard Specifications for Road and Bridge Construction* to administer construction projects may use this special provision as appropriate and at their own risk.

**Instructions for use on CDOT construction projects:**

Use on all projects with Concrete Class E and Class P

The designer will place a note in the General Notes indicating whether the project will be accepted by flexural strength or compressive strength.

The Region Materials Engineer shall be consulted for assigning the acceptance criteria.

For rural projects the following criteria will be used for assigning acceptance criteria:

* Projects with greater than 5,000 sq. yds of PCCP will be accepted by flexural strength criteria.
* Projects with 5,000 or less sq. yds of PCCP will be accepted by compressive strength criteria
* If a rural project with greater than 5,000 sq. yds of PCCP consists of scattered repairs, or only intersection replacements, compressive strength criteria will be used for acceptance.

For metro area projects:

* Projects with more than 50,000 sq.yds. will be flexural strength.
* Project with less than 5,000 sq.yds. will be compressive strength
* Projects with 5,000 to 50,000 sq.yds could be either compressive or flexural. Consult the RME to determine acceptance method. Projects projected to have an on-site batch plant are encouraged to use flexural strength acceptance

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Section 105 of the Standard Specifications is hereby revised for this project as follows:

In subsection 105.06(a) delete the third paragraph and replace it with the following:

When compressive strength criteria is indicated, then the QL will be calculated for the elements of compressive strength and pavement thickness on a process basis. When flexural strength criteria is indicated, then the QL will be calculated for the elements of flexural strength and pavement thickness on a process basis. A process will consist of the test results from a series of random samples. Test results determined to have sampling or testing errors will not be used. All materials produced will be assigned to a process. Changes in mix design, design pavement thickness, or a break of more than 120 working days between placements will create a new process. The following is provided to clarify changes in processes for each element:

1. Construction of mainline pavement, including the shoulders if placed with the mainline, is a single process for the compressive or flexural strength element, when the mix design does not change and there is not a break of more than 120 days between placements.
2. Construction of mainline pavement, including the shoulders if placed with the mainline, is a single process for the thickness element, when the planned thickness does not change and there is not a break of more than 120 days between placements.
3. Construction of ramps, acceleration and deceleration lanes and shoulders placed separately are considered separate processes.
4. Changes in paving equipment, changes in placement method, changes in hauling equipment, adjustments to mix designs that do not require a new mix design, changes in weather conditions, and changes in production rate shall not create a new process in the strength or thickness elements.

The Contractor and Engineer will determine element processes and what distinguishes them as processes during the pre-pave meetings prior to any concrete placement.