

PLACEMENT SITE CONCRETE PROCESS CONTROL PLAN PART 2 OF 2

DATE: _____

CONTRACT NO: _____

PROJECT NO: _____

REFERENCE NO: _____

COUNTY: _____

CONTRACTOR: _____

READY MIX COMPANY AND LOCATION: _____

PRIME CONTRACTOR: _____

<i>All qualified Field Technician or higher qualified Concrete Technicians shall be listed in this section or on attached sheets. Include every technician that will be working on this project and update as needed.</i>	NAME:	CERT.#
	NAME:	CERT.#
	NAME:	CERT.#
	NAME:	CERT.#

We hereby propose to utilize the below listed process controls to insure that the concrete incorporated in the work on the above referenced project meets Tennessee Department of Transportation's specifications. If approved, this plan will be posted on the project at a place accessible to all quality control personnel.

Initial concrete loads at the beginning of pours will be checked for specification compliance prior to use. Loads that test out of specification will be rejected. All sampling, testing, and inspections will be performed by ACI or TDOT Certified Personnel.

- 1.) Tests for slump (AASHTO T-119), air and mix temperatures, and air content (AASHTO T-152 / T-196) will **be performed prior to placement** of the first load and for each sample from which early and/or 28 day test cylinders are obtained. For bridge decks, slump, temperatures, and air content tests shall be performed on the first three loads. Thereafter, they shall be conducted at least once every fifty cubic yards (50cy). No concrete shall be placed when the rate of moisture evaporation from the freshly placed concrete exceeds 0.2 lb/ft²/hr as determined by Figure 2.1.5, American Concrete Institute Publication "ACI 305R-89." If data collected during the 24 hours prior to the pour or predictions from the National Weather Service indicate the moisture evaporation rate of 0.2 lb/ft²/hr or more, the pour should be rescheduled or the Contractor shall demonstrate to the satisfaction of the Engineer prior to the pour, that protection can be provided.

2.) Early test specimens for Tennessee Department of Transportation compression testing will be cast in accordance with AASHTO T-23. The Contractor shall supply the necessary curing equipment, molds, and wheelbarrow as identified in Standard Specification Subsection 604.03(b) and a temporary storage facility in accordance with Standard Specification Subsection 722.09. The frequency of casting early break cylinders will be as follows:

For Bridge Decks:

Not less than one pair to represent every fifty cubic yards (50cy). See SOP 1-1 and 4-1

For Major Structures:

Contractor shall perform all tests on the first load. At least one pair of cylinders will be made per unit per structure to represent up to 100cy for that unit of pour. See SOP 1-1

For Minor Structures:

Contractor shall perform all tests on the first load. At least one pair of cylinders will be made to represent up to 100cy for that unit of pour. See SOP 1-1

For Small Quantities:

As specified in the Standard Specifications Subsection 604.03 and SOP 1-1.

For Concrete Pavement:

One pair for each 300m³ (400 cy) minimum of 1 pair AM and 1 pair PM. If Class A is used, the frequency shall be as for major structures as listed above.

- 3.) Yield tests will be performed in accordance with AASHTO T-121 initially per mix design, at 240m³ (300cy) intervals and/or during pours exceeding 80m³ (100 cy), and/or one for each bridge deck pour.
- 4.) A Tennessee Department of Transportation approved report will be furnished daily showing all pertinent information (Date, Contract, Item Number(s), Batch Weights, Moisture Corrections, Admixtures, Slump, Air Content, Temperatures, etc.) A delivery ticket shall accompany each load. Information to be included shall be in accordance with Section 604 of the Standard Specifications. Records of tests and inspections performed at both the batch and placement sites will be submitted to the project supervisor upon completion of the project. This submission will also include certification that the concrete incorporated into the work meets Tennessee Department of Transportation specifications.

The above scheduled frequencies of testing are a minimum, should problems become evident, they will be increased as the conditions require.

Sign Name: _____ Print Name: _____
Representative Prime Contractor Representative Prime Contractor

Sign Name: _____ Print Name: _____
Sub-Contractor Sub-Contractor