

Block Traffic Curb (GD-2)

Description

This Work consists of furnishing and installing block traffic curb, of the design and type specified in the Plans in accordance with these Specifications and the plans in the locations indicated in the Plans or as staked by the Engineer.

Materials

Materials shall meet the requirements of the following sections:

Paint	9-08.1
Water Repellent Compound	9-18.4
Sodium Metasilicate	9-18.5
Mortar	9-20.4

In construction of the block traffic curb, the Contractor shall have the option of using either length block shown in the plans, provided the same length block is used throughout the entire project.

The curb units shall be made from portland cement and high quality sand and gravel, the proportions of which will be left to the discretion of the producer as long as the unit develops a minimum compressive strength of 1,600 psi at 28 days when tested for end loading.

The proportions of sand, gravel, and cement, the type of forms used, and the method of compacting the concrete in the forms shall all be such that as dense, smooth, and uniform a surface as is practicable for a concrete masonry unit is obtained on the finished curb units. The faces that are to be exposed shall be free from chips, cracks, air holes, honeycomb, or other imperfections except that if not more than 5 percent of the curb units contain slight cracks, small chips not larger than ½ inch, or air holes not more than ½ inch in diameter or depth, this shall not be deemed grounds for rejection. The units used in any contiguous line of curb shall have approximately the same color and surface characteristics.

Construction requirements

The curb shall be firmly bedded for its entire length and breadth on a mortar bed conforming to [Section 9-20.4\(3\)](#) composed of one part Portland cement and two parts of concrete sand. The anchor grooves in the bottom of the curb shall be entirely filled with the mortar.

Before the cement mortar bed is laid, all dirt shall be cleaned from the pavement surface by washing.

All old pavements and any portion of new pavements constructed under this Contract, which are covered with oil or grease within the curb limits, shall be further cleaned as follows:

1. The pavement shall be flushed with water.
2. While the pavement is still wet, sodium metasilicate, complying with the requirements as specified elsewhere herein, shall be evenly distributed over the pavement surface at a rate of 1 to 2 pounds per 100 square feet of pavement surface.
3. The sodium metasilicate shall remain on the pavement for at least 15 minutes. Where patches of oil, tar, or grease occur, these areas shall be scrubbed with a brush or broom.
4. The pavement surface shall then be thoroughly rinsed.

All joints between adjacent pieces of curb except joints for expansion and/or drainage as designated by the Engineer shall be filled with mortar composed of one part Portland cement and two parts sand.

The joints between adjacent units of block traffic curb will not require mortaring.

The alignment and the top surface of adjoining sections of curb shall be true and even with a maximum tolerance of 1/16 inch.

Painting of Curbs

Concrete curbing shall be painted with two full coats of paint conforming to [Section 9-34.2](#), as shown in the Plans or as designated by the Engineer. The paint can be applied by brush or spray. The second coat shall have glass traffic paint beads sprinkled in

the wet paint at the rate of 12 pounds per 100 linear feet of curbing. The beads shall conform to the requirements of [Section 9-34.4](#).

Measurement

Type A block traffic curb will be measured by the linear foot along the front face of the curb and return. Type C block traffic curb will be measured by the linear foot along the axis of the curb.

Payment

Payment will be made in accordance with [Section 1-04.1](#), for each of the following Bid items that are included in the Proposal:

- “Type A Block Traffic Curb”, per linear foot.
- “Type C Block Traffic Curb”, per linear foot.