

SECTION 31 23 00

EXCAVATION AND EMBANKMENT**PART 1 - GENERAL****1.1 DESCRIPTION**

- A. This Section includes providing all labor, materials, tools, and equipment necessary for excavation and embankment construction to the lines, grades and cross sections indicated in the Drawings or as directed by the ENGINEER.

1.2 MEASUREMENT AND PAYMENT

- A. This item will be measured by the cubic yard. Cubic yards will be measured by the difference between the surveyed original grades and the final grades. Measurements will include all authorized excavation below grade, which are not attributed to the Contractor's carelessness, in the opinion of the Engineer.
- B. The prices bid shall be full compensation for furnishing all materials, tools, equipment, pre- and post-grade surveys and incidentals necessary to complete the work. Payment will not be made for borrow material that is not suitable to use in embankments. Payment for unauthorized work will not be made.
- C. All work required for the disposal of waste, including haul, and for the salvage, utilization in the work and disposal of salvageable materials, will not be paid for directly but shall be considered a part of "Excavation and Embankment" and included in the unit price bid for this item. Payment will not be made for unauthorized work.

1.3 SUBMITTALS

- A. All material to be imported to the site shall be sampled at its original location and tested for acceptability. This testing shall be provided by the contractor at no expense to the owner.
- B. A list of all compaction equipment to be utilized shall be submitted for approval prior to equipment arriving on site.

PART 2 – PRODUCTS**2.1 MATERIALS****A. EXCAVATION**

- 1. All excavation shall be unclassified excavation, and shall consist of excavation and disposal of all materials, of whatever character, encountered in the WORK.

B. EMBANKMENT

- 1. Material shall consist of soil native to the work site, with or without stone or conglomerate, of a suitable quality to secure a well bonded course. Imported material shall consist of soil hauled to the work site for use in embankment operations.
- 2. Material for embankment shall be free of vegetation, wood, organic material, trash, bricks, broken concrete, piping, rubble, or other objectionable material. Material sources shall be selected to eliminate the introduction of hazardous materials into the work site.

C. SELECT MATERIAL

1. Material shall have a Plasticity Index between 4 and 20 and meet all other requirements of this specification.

2.2 TESTING REQUIREMENTS

- A. All embankment material placed shall be tested. Unless otherwise shown on the plans, material placed for the benefit of roadway construction shall be compacted as follows:
- B. Structural areas (roadways, slabs, sidewalks, detention pond berms, and all areas within 5 feet of any of these) shall be compacted to 95% of the maximum dry density as determined by the Standard Proctor Density Test (ASTM D698) at a moisture content between optimum and +4% wet of optimum moisture content.
- C. Non-structural areas (as shown on plans) shall be compacted to 90% of the maximum dry density as computed by the Standard Proctor Density Test (ASTM D698) at a moisture content between optimum and +4% wet of optimum moisture content.
- D. Tests shall be taken at a minimum of one test per every 4000 square feet of embankment per every 12” of depth. Additional tests shall be conducted at the engineer’s request. All tests meeting these requirements shall be paid for by the owner. The cost of all tests failing these requirements shall be deducted from payment for this item.

PART 3 – EXECUTION**3.1 EXCAVATION**

- A. All project excavation shall conform to the requirements of this specification. The completed roadway shall conform to the established alignment, grades and cross sections.
- B. Clearing and grubbing in excavation areas must be completed prior to beginning excavation operations.
- C. Topsoil shall be removed and stockpiled for reuse on the proposed surface. Topsoil in excess of what may be used on the finished surface shall be removed from the site by the contractor at no additional charge. Topsoil shall be assumed to be 6” deep, but shall be excavated deep enough to remove all roots and other organic material. Contractor shall first check with City to determine if the City would like to stockpile the topsoil.
- D. All suitable excavated materials shall be utilized, insofar as practicable, in constructing the required roadway sections or in uniformly widening embankments, flattening slopes, etc., as directed by the Engineer. Unsuitable roadway excavation and excavation in excess of that needed for construction shall be known as "Waste" and shall become the property of the Contractor to be disposed of at a location approved by the Engineer.
- E. If “Waste” material is to be placed on property owned by a third party, the City will need a letter from the third party stating acceptance of such fill. Fill will not be allowed in 100-year floodplain without approved permits.
- F. Waste areas shall be uniformly graded to drain, with the outer limits feathered to blend with the existing ground. Waste areas shall be seeded, capped with suitable material, or otherwise protected from long-term erosion.

- G. During construction, the roadbed and ditches shall be maintained in a condition to insure proper drainage at all times. Ditches and channels shall be constructed and maintained to avoid damage to the roadway section.
- H. Gravel or base material on all existing streets shall be salvaged and used to tie-in new construction with existing unpaved streets and gravel and flexible pavement driveways. Driveways will be adjusted to provide smooth connections to new construction and shall be restored to a condition equal to or better than that existing before work began. All salvageable asphalt, gravel or rock base material not used in the work shall remain the property of the city. Such unused materials, as designated by the Engineer, shall be hauled to the city stockpile or to other stockpile locations designated by the Engineer and closer to the project than the site above.

3.2 EMBANKMENT

- A. Prior to placing any embankment, all Clearing and Grubbing operations shall have been completed on the excavation sources and areas over which embankment is to be placed.
- B. Stump holes or other small excavations in the limits of the embankments shall be backfilled with suitable material and thoroughly compacted by approved methods before commencing embankment construction. The surface of the ground, including plowed loosened ground, or surface roughened by erosion or otherwise, shall be restored to approximately its original grade by blading or other methods. Where indicated on Plans or required by the Engineer, the ground surface thus prepared shall be compacted by sprinkling and rolling.
- C. Unless otherwise indicated on the Plans the surface of all unpaved areas, other than rock, which are to receive embankment shall be loosened by scarifying or plowing to a depth of not less than four (4) inches. The loosened material shall be re-compacted with the new embankment as hereinafter specified.
- D. Where indicated on Plans or directed by the Engineer, the surface of hillsides to receive embankment shall be loosened by scarifying or plowing to a depth of not less than four (4) inches, or cut into steps before embankment materials are placed. The embankment shall then be placed in layers, as hereinafter specified, beginning at the low side in part width layers and increasing the widths as the embankment is raised. The material which has been loosened shall be re-compacted simultaneously with the embankment material placed at the same elevation.
- E. Layers of embankment may be formed by utilizing equipment which will spread the material as it is dumped, or they may be formed by being spread by blading from piles or windrows dumped from excavating or hauling equipment in such amounts that material is evenly distributed.
- F. No material placed in the embankment by dumping in a pile or windrow shall be incorporated in a layer in that position. All such piles or windrows shall be moved by blading or similar methods. Clods or lumps of material shall be broken and the embankment material mixed by blading, harrowing, disking, or similar methods.
- G. Water required for sprinkling to bring the material to the moisture content necessary for maximum compaction shall be evenly applied. It shall be the responsibility of the Contractor to secure uniform moisture content throughout the layer by such methods as may be necessary. When water is required to achieve the required moisture content, the water must be from a source which does not contain any hazardous materials. Water removed from natural sources (ponds, lakes, rivers...) shall not impact any endangered species. Potable water sources shall be metered and paid by the contractor.

- H. Where embankments are to be placed adjacent to or over existing roadbeds, the roadbed slopes shall be plowed or scarified to a depth of not less than six (6) inches and the embankment built up in successive layers, as hereinafter specified, to the level of the old roadbed before its height is increased. Then, if directed, the top of the old roadbed shall be scarified and re-compacted with the next layers of the new embankment. The total depth of the scarified and added material shall not exceed the permissible depth of layer.
- I. Trees, stumps, roots, vegetation, or other unsuitable materials shall not be placed in embankment.
- J. Except as otherwise required by the Plans, all embankment shall be constructed in layers approximately parallel to the finished grade of the roadbed, unless otherwise specified, each layer shall be so constructed as to provide a uniform slope of 1/4 inch per foot from the center line of the roadbed to the outside. Super elevated curves will require that each layer shall be constructed to conform to the super elevation required by the governing standard.
- K. Embankments shall be constructed to the grade established by the Engineer and completed embankments shall correspond to the general shape of the typical sections shown on the Plans. Each section of the embankment shall correspond to the detailed section or slopes established by the Engineer. After completion of the roadway, it shall be continuously maintained to its finished section and grade until the project is accepted.

3.3 EARTH EMBANKMENTS

- A. Earth embankments shall be defined as those composed principally of material other than rock, and shall be constructed of accepted material from approved sources.
- B. Except as otherwise specified, earth embankments shall be constructed in successive layers for the full width of the individual roadway cross section and in such lengths as are best suited to the sprinkling and compaction methods utilized.
- C. Layers of embankment may be formed by utilizing equipment which will spread the material as it is dumped, or they may be formed by being spread by blading from piles or windrows dumped from excavating or hauling equipment in such amounts that material is evenly distributed.
- D. No material placed in the embankment by dumping in a pile or windrow shall be incorporated in a layer in that position. All such piles or windrows shall be moved by blading or similar methods. Clods or lumps of material shall be broken and the embankment material mixed by blading, harrowing, disking, or similar methods.
- E. Water required for sprinkling to bring the material to the moisture content necessary for maximum compaction shall be evenly applied. It shall be the responsibility of the Contractor to secure a uniform moisture content throughout the layer by such methods as may be necessary.
- F. All earth cuts, full or part width cuts in side hill which are not required to be excavated below sub-grade elevation for base and backfill, shall be scarified to a uniform depth of at least six (6) inches below grade. The material shall be mixed and reshaped by blading and then sprinkled and rolled in accordance with the requirements outlined above for earth embankments and to the same density as required for the adjacent embankment.

3.4 COMPACTION

- A. Each layer shall be compacted to the required density by suitable equipment.
- B. The depth of each layer, prior to compaction, shall not exceed that depth which will produce six (6) inch compacted thickness. Prior to and in connection with, the compaction operation each layer shall be brought to the moisture content necessary to obtain the required density and shall be kept leveled with suitable equipment to insure uniform compaction of the entire layer.
- C. For each layer of earth embankment and select material, it is the intent of this Specification to provide the density as required herein, unless otherwise shown on the Plans. Embankment soils shall be sprinkled as required and compacted to the extent necessary to provide not less than ninety-five (95) percent of the density as determined in accordance with Texas Highway Department Test Method Tex-113-E. Field density determinations will be made in accordance with approved methods.
- D. When the Contractor states that each layer of earth embankment or select material is complete and ready for the next layer, tests as necessary will be made by the Engineer. If the material fails to meet the density specified, the course shall be reworked as necessary to obtain the specified compaction, and the compaction method shall be altered on subsequent work to obtain specified density. Such procedure shall be determined by, and subject to, the approval of the Engineer.
- E. Should the sub-grade, due to any reason or cause, lose the required stability, density, or finish before the pavement structure is placed, it shall be re-compacted and refinished at the sole expense of the Contractor. Excessive loss of moisture in the sub-grade shall be prevented by sprinkling, sealing or covering with a subsequent layer of granular material. Excessive loss of moisture shall be construed to exist when the sub-grade soil moisture content is more than four (4) percent below the optimum for the density specified.
- F. In addition to the requirements in the Roadway Excavation item of the Specifications covering the general selection and utilization of materials to improve the roadbed, embankments shall be constructed in proper sequence to receive the select material layers shown on Plans, with such modifications as may be directed by the Engineer. The layer of embankment immediately preceding the upper layer of select material shall be constructed to the proper section and grade within a tolerance of not more than 0.10 foot from the established section and grade when properly compacted and finished to receive the select material layer.

3.5 PROOF ROLLING

- A. Prior to the placement of any material on native earth, the area shall be proof rolled. The native soil shall be rolled with sufficient intensity to bring out weak spots in the sub-grade which would otherwise fail during the construction process. The proof rolling shall be completed with equipment weighing at least 20 tons with tire pressures at least 50 and no more than 150 psi. A minimum of two coverage's of the proof roller will be required each succeeding trip of the proof roller shall be offset by not greater than one tire width. Rollers shall be operated at speed between 2 and 6 miles per hour. Areas failing this test shall be excavated to a depth not to exceed two feet and horizontally ten feet beyond the failed area in all directions. Earth removed from this area may be replaced, stabilized, or "dried out" at the discretion of the engineer. No additional payment will be made for proof rolling prior to placement of embankment.

END OF SECTION