**GOVERNMENT OF THE DISTRICT OF COLUMBIA**
**DEPARTMENT OF TRANSPORTATION**

**d. Policy, Planning and Sustainability Administration**

**MEMORANDUM**

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 18373
EXHIBIT NO. 26

RECEIVED
D.C. OFFICE OF ZONING
2012 JUL -3 PM 12: 14

**TO:** Lloyd Jordan
Chairperson
DC Office of Zoning

**FROM:** Sam Zimbabwe
Associate Director, PPSA
District Department of Transportation

**DATE:** June 29, 2012

**SUBJECT:** **BZA Case No. 18373 – 1326 H Street, NE (Square 1026, Lots 86 & 832)**

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**APPLICATION**

Pursuant to *DCMR Title 11 – Zoning, §3104.*1, the applicant seeks a special exception from the off-street parking requirements under *§730 and §2116.1,* to establish a veterinary hospital in the *HS/C-2-A District* located at 1326 H Street, NE *(Square 1026, Lots 86 and 832).* The applicant is required to provide a minimum of two (2) accessory parking spaces for the use and originally sought special exception approval to place the required parking spaces on a separate lot. The Applicant informed DDOT staff that a parking agreement has not been arranged and will now seek a special exception from providing the required two (2) accessory parking spaces.

**RECOMMENDATION IN BRIEF**

DDOT has reviewed the Applicant's request and determined, based on the information provided, there is no adverse impact to the transportation system. DDOT has no objection to the special exception sought by the applicant. However any of the recently installed

streetscape materials damaged during building renovations, including new utility connections, will have to be replaced in-kind by the applicant to the *H Street Streetscape Standards.* (Attachment)

**TRANSPORTATION ANALYIS**

Roadway Capacity and Operations

The site is well served by alternative modes of travel reducing the demand for personal vehicle trips including several Metrobus routes, *car-sharing* spaces, several *Capital Bikeshare* stations. In addition The business is designed to serve the local community with most patrons expected to walk to the location.

Safety

No immediate safety issues of concern with the proposed development were identified.

Bicycle and Pedestrian Facilities

The project is located less than two (2) blocks from the *Capital Bikeshare* station located on the southeast corner of the intersection of 11th and H Street, NE. The *H Street NE Heritage Trail is* a walking trail with signage markers that will be installed in the area this summer. DDOT is completing a major streetscape reconstruction project along the H Street corridor.

Transit Services

The site is located on H Street, NE, a major cross-town transit corridor that currently features numerous *Metrobus* routes and will debut the first segment of the *DC Streetcar System* scheduled to begin operations in 2013.

Site Access and Loading

The main retail entrance is located on H Street, NE. The alley provides access to a service delivery area that includes trash collection.

Parking

The applicant is unable to provide the two required parking spaces. There is a commercial surface parking lot at the rear of the property that is under separate ownership.

Streetscape/Public Realm

DDOT recently completed a major streetscape construction project on H Street, NE and no improvements are required by the project. The applicant is required to replace any infrastructure damaged during construction to the H Street NE Streetscape Standards.

Transportation Demand Management (TDM)

No improvements are required by the applicant.

**SUMMARY**

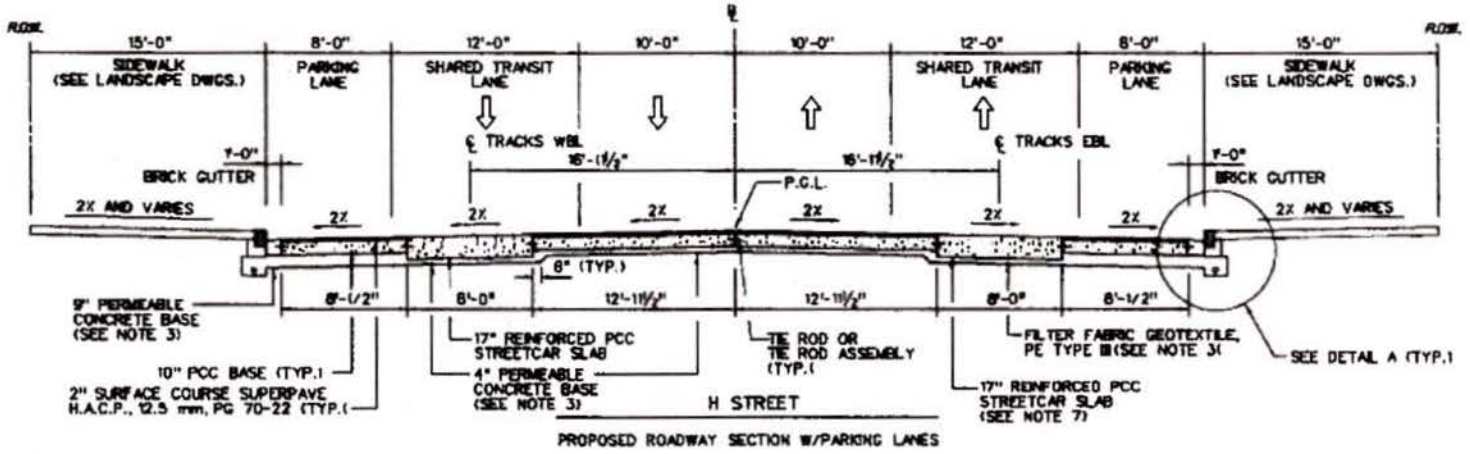
DDOT has reviewed the Applicant's request and determined that based on the information provided there is a negligible impact to the transportation system. DDOT has no objection to this application.

LB

ATTACHMENT

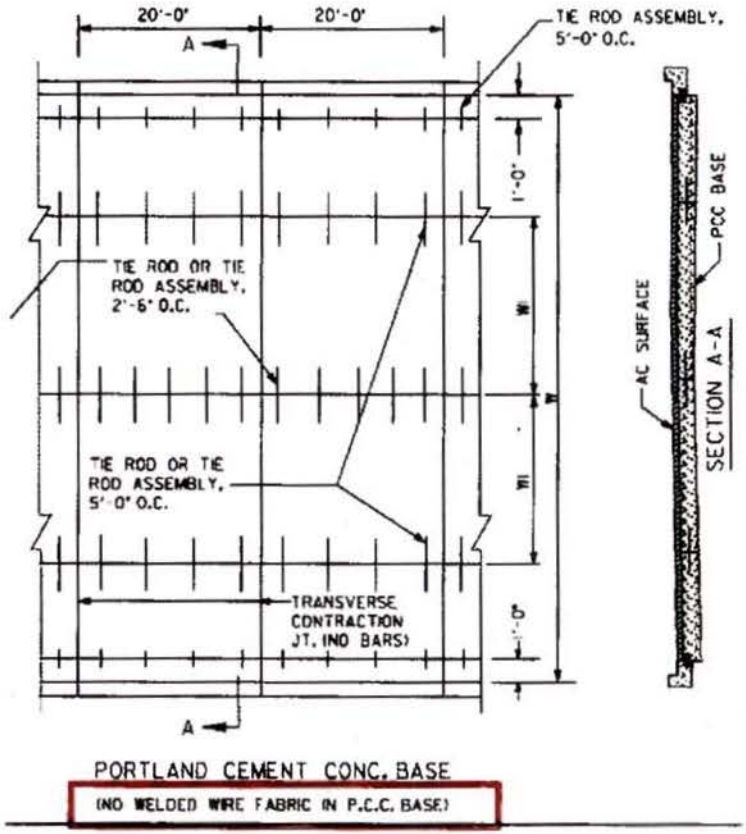
# SUMMARY OF H STREET SPECS FOR UTILITY CUT RESTORATIONS

## TYPICAL H STREET CROSS SECTIONS



# SUMMARY OF H STREET SPECS FOR UTILITY CUT RESTORATIONS

## PCC BASE, 10-inch (Standard Specifications - Section 502)

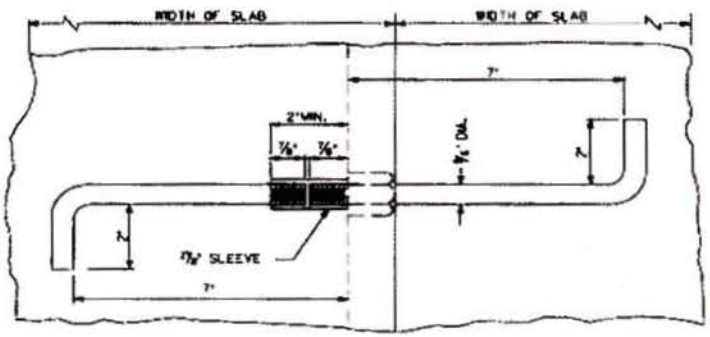



**Approved**

| Concrete Mixes | Class | Supplier |
|---|---|---|
| DC24HRTA | C | Aggregate Industries |
| 30-22255 | C | Virginia Concrete – Potomac Avenue |
| 38-22255 | C | Virginia Concrete – Queen Chapel Rd. |

**Note:** 24 hour high early concrete is provided for speedy restoration of the roadway! See Standard Drawings 501.03 for the tie rod assembly. The approved asphalt surface course is 9.5 mm PG 70-22. The surface course is placed 2" thick on top of 10" thick PCC base.

TIE ROD ASSEMBLY
(CONSTRUCTION JOINT)



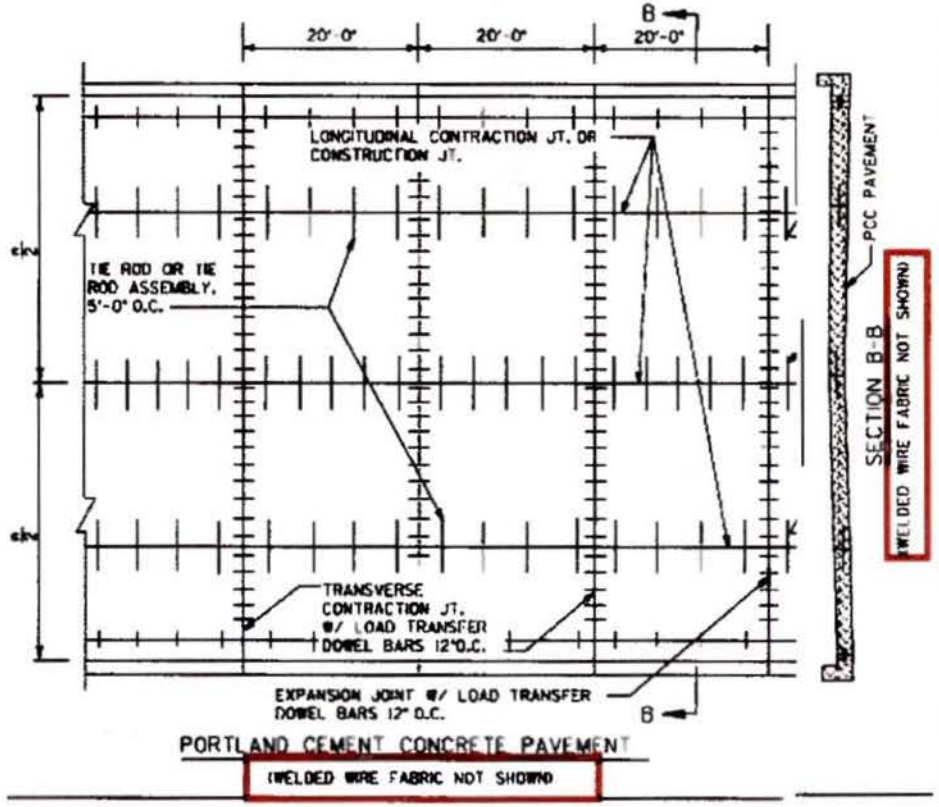

PLAN

**Reference:** DDOT Standard Specifications for Highways and Structures

**Websites:**
http://ddot.dc.gov/DC/DDOT/Projects+and+Planning/Standards+and+Guidelines/Standard+Specifications/DDOT+Standard+Specifications+for+Highways+and+Structures+-+2009
http://ddot.dc.gov/DC/DDOT/Projects+and+Planning/Standards+and+Guidelines/Standard+Drawings/Standard+Drawings+-+April+2009+-+Series+500

# SUMMARY OF H STREET SPECS FOR UTILITY CUT RESTORATIONS

## BUS STOP PAD (Standard Specifications - Section 601)




**Approved**

| Concrete Mixes | Class | Supplier |
|---|---|---|
| DC35TRPA (Black Colored) | E | Aggregate Industries |

**Note:** Section 501 for "Reinforced Portland Cement Concrete Pavement" are applicable to this specification. See Standard Drawings 501.03 for the tie rod assembly and joints with load transfer.

WELDED WIRE FABRIC REINFORCEMENT SCHEDULE
(MINIMUM REQUIREMENT)

| SLAB THICKNESS (INCH) | ROADWAY WIDTH | | | |
|---|---|---|---|---|
| | EQUAL TO OR LESS THAN 24'-0" | | GREATER THAN 24'-0" | |
| | TYPE | W.T. (#/100S.F.) | TYPE | W.T. (#/100S.F.) |
| 6 | 6x12 - W4xW4 | 44 | 6x12 - W4xW4.5 | 46 |
| 7 | 6x12 - W4.5xW4 | 49 | 6x12 - W4.5xW4.5 | 51 |
| 8 | 6x12 - W5xW4 | 51 | 6x12 - W5xW5 | 54 |
| 9 | 6x12 - W5.5xW4 | 54 | 6x12 - W5.5xW5.5 | 59 |
| 10 | 6x12 - W6xW4 | 61 | 6x12 - W6xW6 | 69 |

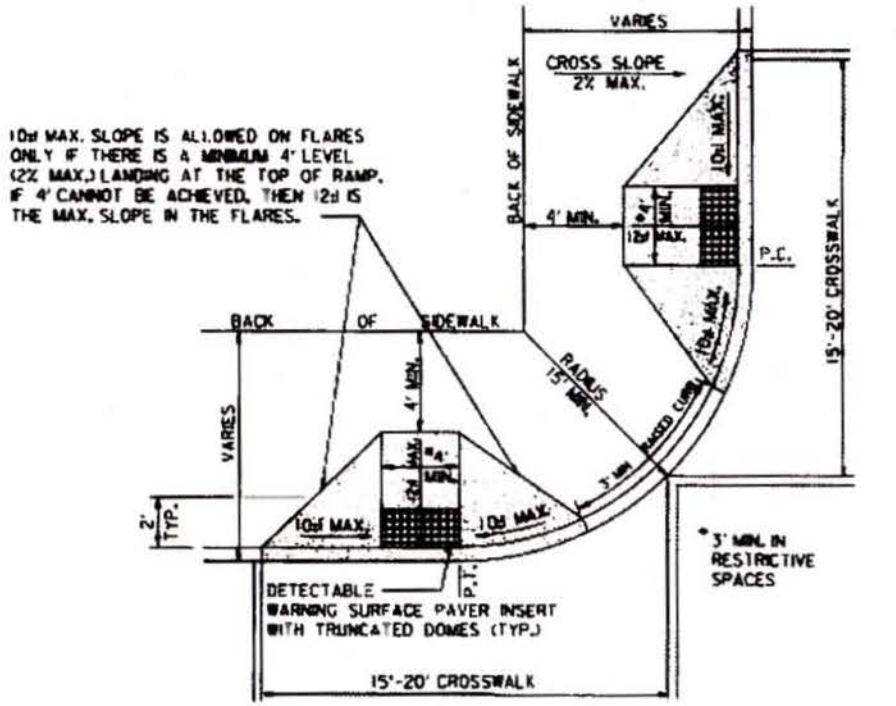
NOTE: REINFORCEMENT SHALL BE PLACED 2" BELOW SURFACE

**Reference:** DDOT Standard Specifications for Highways and Structures

**Websites:**
http://ddot.dc.gov/DC/DDOT/Projects+and+Planning/Standards+and+Guidelines/Standard+Specifications/DDOT+Standard+Specifications+for+Highways+and+Structures+-+2009
http://ddot.dc.gov/DC/DDOT/Projects+and+Planning/Standards+and+Guidelines/Standard+Drawings/Standard+Drawings+-+April+2009+-+Series+500

# SUMMARY OF H STREET SPECS FOR UTILITY CUT RESTORATIONS

## WHEELCHAIR RAMPS (Standard Specifications - Section 609.04)




DETAIL: WHEELCHAIR - BICYCLE RAMP(S)
DESIRABLE LOCATION (TYP.)

**Approved**

| Concrete Mixes | Class | Supplier |
|---|---|---|
| DC35TRPA | E | Aggregate Industries |
| 30-2224 | E | Virginia Concrete – Potomac Avenue |
| 37-2224 | E | Virginia Concrete – Queen Chapel Rd. |

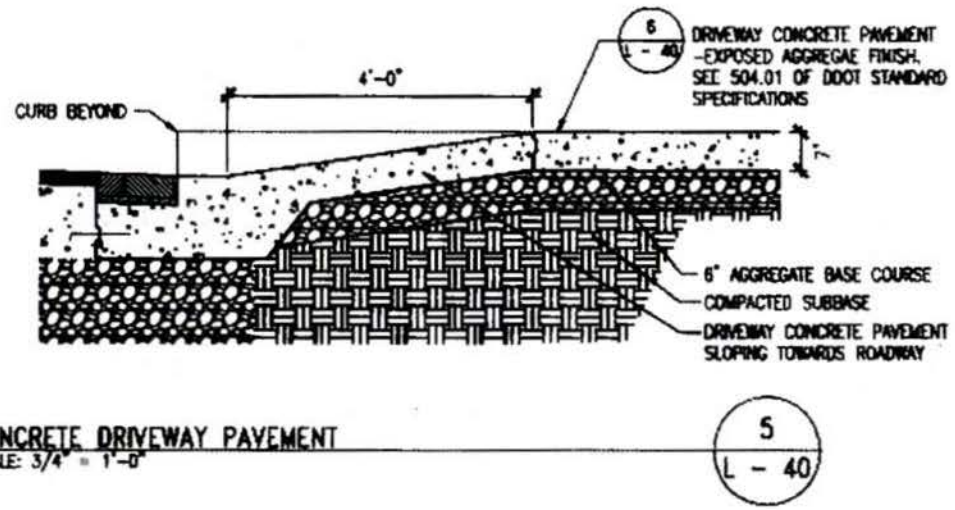
**Note:** See Standard Drawings 609.05, 609.07, and 609.08 for wheelchair ramp details.

**Reference:** DDOT Standard Specifications for Highways and Structures

**Websites:**
http://ddot.dc.gov/DC/DDOT/Projects+and+Planning/Standards+and+Guidelines/Standard+Specifications/DDOT+Standard+Specifications+for+Highways+and+Structures+-+2009
http://ddot.dc.gov/DC/DDOT/Projects+and+Planning/Standards+and+Guidelines/Standard+Drawings/Standard+Drawings+-+April+2009+-+Series+600+-+Part+1

# SUMMARY OF H STREET SPECS FOR UTILITY CUT RESTORATIONS

## EXPOSED AGGREGATE DRIVEWAY-ALLEY ENTRANCE, 7 inch (Standard Specifications - Section 504)

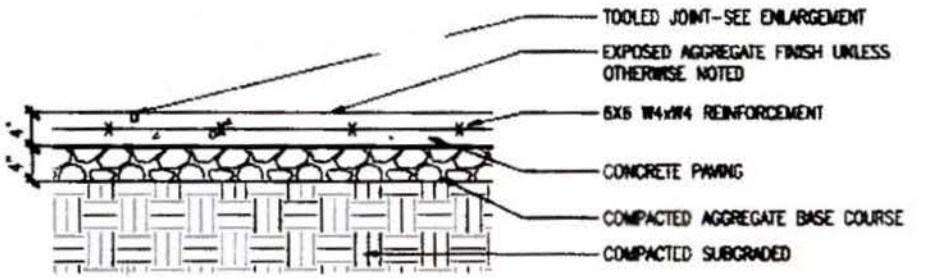


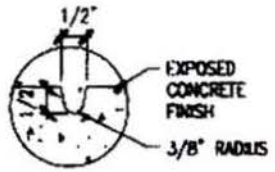

| Approved Concrete Mixes | Class | Supplier |
|---|---|---|
| NPSEXP57 | E | Aggregate Industries |

**Reference:** DDOT Standard Specifications for Highways and Structures **Websites:**
http://ddot.dc.gov/DC/DDOT/Projects+and+Planning/Standards+and+Guidelines/Standard+Specifications/DDOT+Standard+Specifications+for+Highways+and+Structures+-+2009

# SUMMARY OF H STREET SPECS FOR UTILITY CUT RESTORATIONS

## EXPOSED AGGREGATE SIDEWALK, 4 inch (Standard Specifications - Section 608)




TOOLED JOINT
ENLARGEMENT

NOTES:

1. TOOLED JOINTS ARE 3'-0" O.C. TYP. FOR SIDE STREETS AND 6'-0" O.C. TYP. FOR H STREET -SEE PLAN FOR SPACING.
2. WHERE CONC. SIDEWALK ABUTS EXISTING, NEW CONC. CURB, EDGING OR STRUCTURES PROVIDE EXP. JOINT.
3. PROVIDE THICKENED EDGE WHERE CONCRETE PAVEMENT ABUTS CONCRETE BLOCK PAVERS OR BIT. CONC. PAVEMENT.

EXPOSED AGGREGATE CONCRETE PAVEMENT
SCALE: 1" = 1'-0"

6
L - 40

**Approved**

| Concrete Mixes | Class | Supplier |
|---|---|---|
| NPSEXP57 | E | Aggregate Industries |

NOTES:

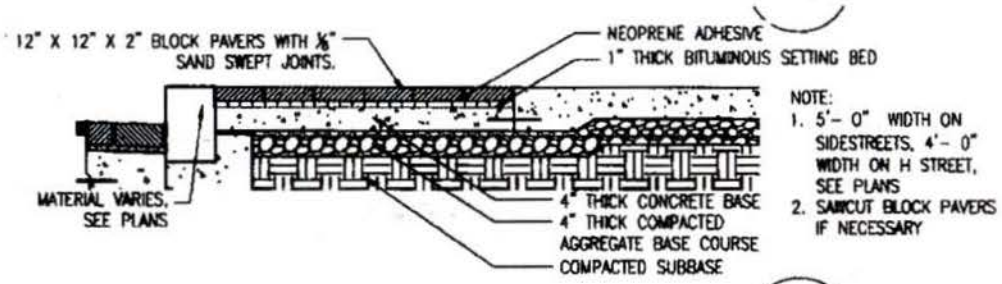
1. TOOLED JOINTS ARE 3'-0" O.C. TYP. FOR SIDE STREETS AND 6'-0" O.C. TYP. FOR H STREET -SEE PLAN FOR SPACING.
2. WHERE CONC. SIDEWALK ABUTS EXISTING, NEW CONC. CURB, EDGING OR STRUCTURES PROVIDE EXP. JOINT.
3. PROVIDE THICKENED EDGE WHERE CONCRETE PAVEMENT ABUTS CONCRETE BLOCK PAVERS OR BIT. CONC. PAVEMENT.

**Reference:** DDOT Standard Specifications for Highways and Structures

**Websites:**
http://ddot.dc.gov/DC/DDOT/Projects+and+Planning/Standards+and+Guidelines/Standard+Specifications/DDOT+Standard+Specifications+for+Highways+and+Structures+-+2009

# SUMMARY OF H STREET SPECS FOR UTILITY CUT RESTORATIONS

## SIDEWALK DETAILS

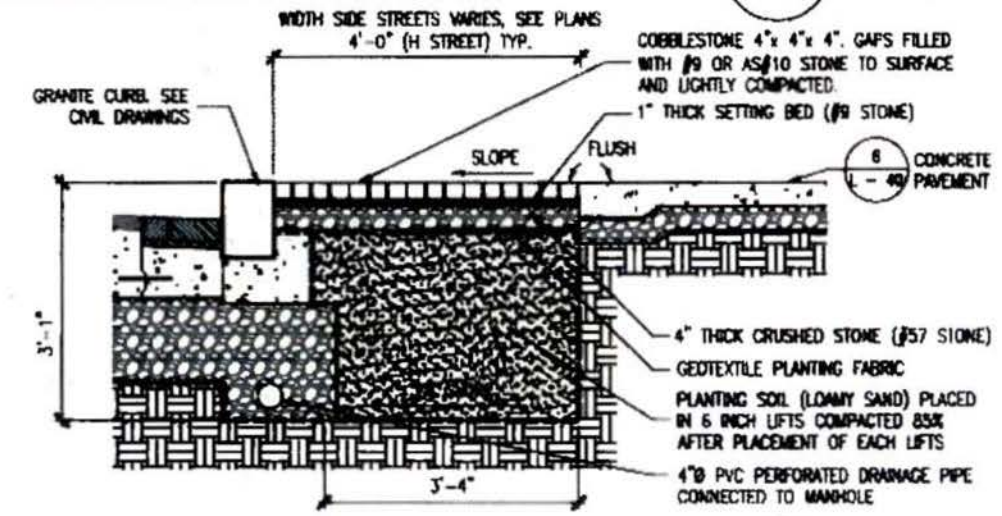



PAVER ON CONCRETE BASE
SCALE: 3/4" = 1'-0"

3 / L - 40

L - 40

Handover Paver 11 ¾" X 11 ¾"
Color: Dark Gray (Matrix #M1459, Heavy Tudor Finish)



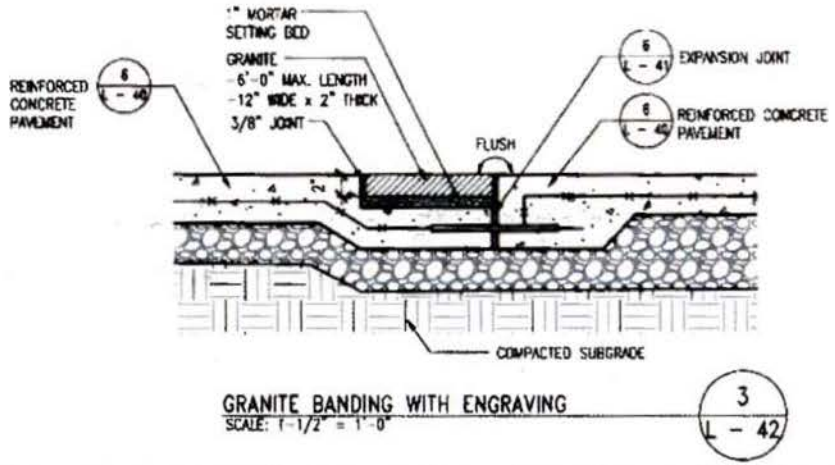

PAVER ON GRANULAR BASE
SCALE: 3/4" = 1'-0"

2 / L - 40

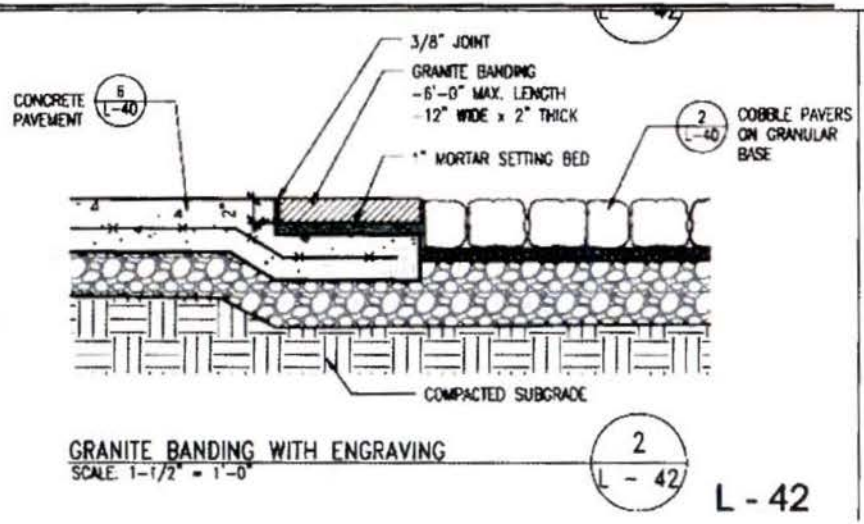
4" X 4" X 4" Grey Cube Cobblestone

# SUMMARY OF H STREET SPECS FOR UTILITY CUT RESTORATIONS

## SIDEWALK DETAILS




GRANITE BANDING WITH ENGRAVING
SCALE: 1-1/2" = 1'-0"
3 / L - 42




GRANITE BANDING WITH ENGRAVING
SCALE: 1-1/2" = 1'-0"
2 / L - 42

L - 42

# SUMMARY OF H STREET SPECS FOR UTILITY CUT RESTORATIONS

## H STREET PROJECT APPROVED MIX DESIGNS

| Plant Mix # | Class ** | Plant | Mix Design For | Min 28 Day Compressive Strength (psi) | Coarse Aggregate Size | Slump (in) | | Field Air Content (% by Volume) | | Submittal # |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Min | Max | Min | Max | |
| | | | Between Top of Pole Foundation and Finish Grade (SP J12 - 00757.07-C) | min 3000 | | | | | | |
| DC24HRTA | C | Aggregate industries | PCC Concrete Base (High Early) | 3000 [24HRS] | 57 | 0 | 6 | 4 | 8 | 102 & 115 |
| DC35CE1A | E | Aggregate industries | PCC Concrete Base | 3500 | 57 | 0 | 3 | 4 | 8 | 29 & 115 |
| DC35CEFA | E | Aggregate industries | PCC Concrete Base | 3500 | 57 | 0 | 3 | 4 | 8 | 115 |
| DC35DRYF | F | Aggregate industries | Dry Mix For Granite Curb installation | 3500 | 57 | N/A | N/A | N/A | N/A | 116 |
| DC35GEFA | F | Aggregate industries | PCC Sidewalk | 3500 | 57 | 1 | 5 | 4 | 8 | 115 |
| DC35GENA | F | Aggregate industries | PCC Sidewalk | 3500 | 57 | 1 | 5 | 4 | 8 | 115 |
| DC35TRPA | E | Aggregate industries | Bus Stop Pad (Black Colored) | 3500 | 57 | 0 | 3 | 4 | 8 | 115 |
| DC35TRPA | E | Aggregate industries | PCC Alley Entrance | 3500 | 57 | 0 | 3 | 4 | 8 | 115 |
| DC35TRPA | E | Aggregate industries | PCC Concrete Base | 3500 | 57 | 0 | 3 | 4 | 8 | by Abdullahi Mohamed |
| DC35TRPA | E | Aggregate industries | Wheelchair Ramps | 3500 | 57 | 0 | 3 | 4 | 8 | 115 |
| DC45CBHA | B | Aggregate industries | Colored Crosswalk Concrete (Mesa Buff #5447) | 4500 | 57 | 4 | 6 | 5 | 7.5 | 29 & 115 |
| DC45CBHA | B | Aggregate industries | OCS or Traffic/Streetlight Pole Foundation Concret | 4500 | 57 | 4 | 6 | 5 | 7.5 | 29 & 115 |
| DC45CBHA | B | Aggregate industries | PCC Footings and PCC Walls | 4500 | 57 | 4 | 6 | 5 | 7.5 | 29 & 115 |
| DC45CBHA | B | Aggregate industries | Streetcar Slab Concrete | 4500 | 57 | 4 | 6 | 5 | 7.5 | 29 & 115 |
| DC45CBHA | B | Aggregate industries | Verizon Manhole Enlargements*** | 4500 | 57 | 4 | 6 | 5 | 7.5 | 29 & 115 |
| DCFDBDRY | - | Aggregate industries | Permeable Concrete Base | N/A | 57 | | | | | 115 |
| DCFLOWAA | - | Aggregate industries | Abandonment of PEPCO Manholes | 150 | N/A | N/A | N/A | 6 | 6 | 115 |
| DCPERMB | - | Aggregate industries | Permeable Concrete Base | N/A | 57 | N/A | N/A | N/A | N/A | 51 |
| NPSEXP57 | E | Aggregate industries | Exposed Aggregate Driveway-Alley Concrete | 3500 | 57 | 0 | 5 | 4 | 8 | 67 |
| NPSEXP57 | E | Aggregate industries | Exposed Aggregate Sidewalk Concrete | 3500 | 57 | 0 | 5 | 4 | 8 | 75 |
| WASA4000 | | Aggregate industries | WASA Facilities | 5200 | 57 | 0 | 4 | 6 | 7 | 12 |
| 30-22255 | C | Virginia Concrete - Potomac Avenu | PCC Base (High Early) | 3000 [24HRS] | 57 | 0 | 6 | 5 | 8 | 105 R2 |
| 30-22255 | C | Virginia Concrete - Potomac Avenu | Emergency Uses (High Early) | 3000 [24HRS] | 57 | 0 | 6 | 5 | 8 | 105 R2 |
| 35-22234 | F | Virginia Concrete - Potomac Avenu | Dry Mix For Granite Curb installation | 3500 | 57 | N/A | N/A | N/A | N/A | 105 R2 |
| 35-2224 | E | Virginia Concrete - Potomac Avenu | PCC Concrete Base | 3500 | 57 | 0 | 3 | 5 | 8 | 30 R1 & 105 R2 |
| 35-2224 | E | Virginia Concrete - Potomac Avenu | Buss Pad (Black Colored) | 3500 | 57 | 0 | 3 | 5 | 8 | 30 R1 & 105 R2 |
| 35-2224 | E | Virginia Concrete - Potomac Avenu | PCC Alley Entrance | 3500 | 57 | 0 | 3 | 5 | 8 | 30 R1 & 105 R2 |
| 35-2224 | E | Virginia Concrete - Potomac Avenu | Wheelchair Ramps | 3500 | 57 | 0 | 3 | 5 | 8 | 30 R1 & 105 R2 |
| 45-22234 | B | Virginia Concrete - Potomac Avenu | Streetcar Slab Concrete | 4500 | 57 | 2 | 5 | 5 | 8 | 105 R2 |
| 45-22234 | B | Virginia Concrete - Potomac Avenu | Colored Crosswalk Concrete (Mesa Buff #5447) | 4500 | 57 | 2 | 5 | 5 | 8 | 105 R2 |
| 45-22234 | B | Virginia Concrete - Potomac Avenu | OCS or Traffic/Streetlight Pole Foundation Concret | 4500 | 57 | 2 | 5 | 5 | 8 | 105 R2 |
| 45-22234 | B | Virginia Concrete - Potomac Avenu | PCC Footings and PCC Walls | 4500 | 57 | 2 | 5 | 5 | 8 | 105 R2 |
| 45-22234 | B | Virginia Concrete - Potomac Avenu | Verizon Manhole Enlargements*** | 4500 | 57 | 2 | 5 | 5 | 8 | 105 R2 |
| 17-22234 | F | Virginia Concrete - Queen Chapel R | Dry Mix For Granite Curb installation | 3500 | 57 | N/A | N/A | N/A | N/A | 105 R2 |
| 37-22234 | F | Virginia Concrete - Queen Chapel R | PCC Sidewalk | 3500 | 57 | 1 | 5 | 5 | 8 | 105 R2 |
| 37-2224 | E | Virginia Concrete - Queen Chapel R | PCC Concrete Base | 3500 | 57 | 0 | 3 | 5 | 8 | 105 R2 |
| 37-2224 | E | Virginia Concrete - Queen Chapel R | Buss Pad (Black Colored) | 3500 | 57 | 0 | 3 | 5 | 8 | 105 R2 |
| 37-2224 | E | Virginia Concrete - Queen Chapel R | PCC Alley Entrance | 3500 | 57 | 0 | 3 | 5 | 8 | 105 R2 |
| 37-2224 | E | Virginia Concrete - Queen Chapel R | Wheelchair Ramps | 3500 | 57 | 0 | 3 | 5 | 8 | 105 R2 |
| 38-22255 | C | Virginia Concrete - Queen Chapel R | PCC Base (High Early) | 3000 [24HRS] | 57 | 0 | 6 | 5 | 8 | 105 R2 |
| 38-22255 | C | Virginia Concrete - Queen Chapel R | Emergency Uses (High Early) | 3000 [24HRS] | 57 | 0 | 6 | 5 | 8 | 105 R2 |
| 47-22234 | B | Virginia Concrete - Queen Chapel R | Streetcar Slab Concrete | 4500 | 57 | 2 | 5 | 5 | 8 | 105 R2 |
| 47-22234 | B | Virginia Concrete - Queen Chapel R | Colored Crosswalk Concrete (Mesa Buff #5447) | 4500 | 57 | 2 | 5 | 5 | 8 | 105 R2 |
| 47-22234 | B | Virginia Concrete - Queen Chapel R | OCS or Traffic/Streetlight Pole Foundation Concret | 4500 | 57 | 2 | 5 | 5 | 8 | 105 R2 |
| 47-22234 | B | Virginia Concrete - Queen Chapel R | PCC Footings and PCC Walls | 4500 | 57 | 2 | 5 | 5 | 8 | 105 R2 |
| 47-22234 | B | Virginia Concrete - Queen Chapel R | Verizon Manhole Enlargements*** | 4500 | 57 | 2 | 5 | 5 | 8 | 105 R2 |

**Reference:** Table 817.03 in Section 817 on **Page 754** and Submittals. ** B - Structural, E-Paving, and C-High Early. *** Eventhough the concrete was specified as 5000 psi minimum 28 days compressive strength on the design drawing CSK-02 (dated 09-03-10), the requirement was changed to 4500 psi in Mr. Gabor Varsa's e-mail to NCC dated 09-08-10.

| | |
|---|---|
| **Placement Time: (Section 501.09 (D) on page 292)** | The time elapsing from the time cement is added to the mix until the concrete is deposited in place at the site work shall not exceed 45 minutes when the concrete is hauled in nonagitating trucks, nor 90 minutes when hauled in truck mixers or truck agitators, except that in hot weather (85°F or above) the time interval shall not exceed one hour. |

# SUMMARY OF H STREET SPECS FOR UTILITY CUT RESTORATIONS

## H STREET PROJECT APPROVED MIX DESIGNS (CONT.)

| | |
|---|---|
| **Cold Weather: (Section 501.10 (B) (1) on Page 292)** | Cold weather is defined as any time during the concrete placement or curing period that the ambient temperature, as given by The U.S. Weather Bureau, at the work site drops below 35°F, or the ambient temperature at the work site drops below 50°F for a period of 24 hours or more.<br>1- No concrete shall be placed on frozen sub-grade or base course nor shall frozen aggregates be used in the concrete.<br>2- All materials and equipment required for protection shall be available at the work site prior to cold weather concrete placement.<br>3- All snow, ice and frost shall be removed from the surfaces, including reinforcement and base course, against which fresh concrete is to be placed.<br>4- The temperature of any surface that will come into contact with fresh concrete shall be at least 35°F and shall be maintained at a temperature of 35°F or above during the placement of concrete.<br>5- When the forecast indicates that the temperature is expected to drop below 35°F or be less than 50°F during the 24 hour period following the placing of the concrete, the following conditions shall be met:<br>a- A type C accelerator in the concrete mix at the batch plant (conforming to 814.05 (A)). Admixtures causing accelerated setting of cement in PCC shall not be used in PCC for sewer-water structures.<br>b- After curing materials have been placed, all surfaces and edges shall be covered with an insulation blanket (conforming to 814.02 (D)).<br>6- The Contractor shall furnish and place continuously recording surface temperature measuring devices that are accurate within ± 2°F. |
| **Hot Weather: (Section 501.10 (B) (2) on Page 293)** | Hot weather is defined as any time during the concrete placement or curing period that the ambient temperature, as given by The U.S. Weather Bureau, at the work site is above 90°F.<br><br>All surfaces that come into contact with fresh concrete shall be cooled to below 90°F by covering with approved materials or by other approved methods. |
| **Curing: (Section 501.17 on Page 301)** | The concrete shall be cured by one of the methods listed below.<br>1- Membrane Compound Curing (conforming to 814.03): Membrane curing compound conforming to 814.03 shall be applied immediately after the final finishing of the surface by means of a mechanical sprayer conforming to 905.08. The application of curing compound by hand operated pressure sprayers will be permitted only on odd widths or shapes of slabs and on concrete surfaces exposed by the removal of forms, as authorized by the Chief Engineer. When application is made by hand operated sprayers, the second coat shall be applied in a direction approximately at right angles to the direction of the first coat.<br><br>The curing compound shall be applied with an overlapping coverage that will give a two coat application at coverage of not more than 150 square feet per gallon for both coats. The spraying equipment shall be of the fully atomizing type equipped with a tank agitator.<br><br>When the air temperature will reach 90° F or above, 2 layers of water-saturated burlap shall be placed over the concrete after the application of the curing compound. The burlap shall be placed in accordance with the requirements for burlap curing and shall be kept wet for 24 hours.<br><br>2-Burlap Curing (Conforming to 814.01): **Prefered method for warm weather.** Burlap shall be placed as soon as it may be done without injury to the concrete. It shall be overlapped in half widths of strips so as to provide a double thickness throughout its coverage. It shall be saturated prior to placement and placed wet. It shall be kept wet continuously for a minimum of 72 hours.<br><br>After the initial 72-hour period, the burlap may be removed providing that the concrete has developed a flexural strength of 450 psi as ascertained by testing in accordance with 501.15. If flexural strength tests are not made, or if the tests indicate strengths less than 450 psi, the concrete shall be cured an additional 4 days. The burlap shall be kept wet during the entire 7 day period.<br><br>The burlap shall be free from holes, earth or any substance that will interfere with its absorptive qualities or have a deleterious effect on the concrete. Any burlap that becomes contaminated with earth or other deleterious substances shall be washed clean prior to use.<br><br>3- POLYETHYLENE SHEETING (Conforming to 814.02(A)) OR WATERPROOF PAPER CURING (Conforming to 814.02(B)): **Prefered method for cold weather.** As soon after finishing as practical without marring the surface, the pavement shall be covered with polyethylene sheeting or waterproof paper. The cover shall be of sufficient width to provide a complete cover for the surface of the pavement, including face and when the forms are removed. The cover shall be carefully placed as directed to completely seal the surface without marring it. The cover shall be secured along the sides and ends to maintain a reasonably airtight seal and adjoining covers shall overlap at least 12 inches. Any material that is torn or does not provide an acceptable airtight seal shall not be used. |
| | The concrete shall be kept covered a minimum of 72 hours. After the initial 72 hour period, the covering may be removed provided that the concrete has attained a flexural strength of 450 psi as ascertained by testing in conformance with 501.15. Otherwise, the concrete shall be kept covered 7 days. |