

Pour _____

Date _____

Volume ordered _____

A ready-mix truck arrives with a fixed amount of concrete and a clock running. Everything below has to be done before it turns up, because none of it can be done while it is there.

A WEEK BEFORE

- ☐ Volume worked out and 5 to 10% added — running short mid-pour is unrecoverable
- ☐ Mix, slump and any fiber or additive agreed with the supplier
- ☐ Access checked: can the truck reach, and how far will the chute actually go?
- ☐ Enough people lined up. A pour is not a one-person job at any size.

THE DAY BEFORE

- ☐ Forms braced, square, and level — checked again, not remembered from yesterday
- ☐ Rebar or mesh in place, tied, and held up off the base on chairs
- ☐ Base compacted and damp, not dry and not flooded
- ☐ Weather checked: not freezing tonight, not over 90°F tomorrow, no rain during the pour
- ☐ Tools out and clean: screed, bull float, edger, groover, hose, buckets, boots

ON THE DAY, BEFORE THE CHUTE SWINGS

- ☐ Ticket checked: volume, mix and time batched all match what you ordered
- ☐ Someone on the screed, someone moving concrete, someone on the hose
- ☐ Where the wash-out goes — decided now, not when the driver asks

AFTER THE TRUCK LEAVES — THE PART PEOPLE GET WRONG

- ☐ Bleed water gone before floating. Working it while wet weakens the surface.
- ☐ Control joints cut or tooled within the first day, a quarter of the slab depth deep
- ☐ Covered and kept damp for seven days — plastic, wet burlap or a curing compound
- ☐ Forms left on for at least two days, longer in cold weather
- ☐ No foot traffic for 24 hours, nothing heavy for a week, no vehicles for 28 days

WHAT WENT IN

TICKET NO.	TIME BATCHED	VOLUME	MIX / SLUMP	NOTES

Curing starts when finishing ends, not the next day. Concrete that dries fast is concrete that cracks, and a slab reaches most of its strength in the first week — which is exactly the week it is easiest to neglect.