02

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

# NOTICE TO BIDDERS

## AND

# SPECIAL PROVISIONS

**FOR CONSTRUCTION ON STATE HIGHWAY IN SHASTA COUNTY IN AND NEAR ANDERSON AT VARIOUS LOCATIONS FROM 0.1 MILE SOUTH OF NORTH COTTONWOOD UNDERCROSSING TO 0.2 MILE SOUTH OF RIVERSIDE AVENUE OVERCROSSING**

**In District 02 On Route 5**

**Under**

| | |
|---|---|
| ***Bid* book dated November 14, 2016** | ***Standard Specifications* dated 2015** |
| **Project plans approved September 28, 2016** | ***Standard Plans* dated 2015** |

**Identified by**

**Contract No. 02-2H3604**

**02-Sha-5-1.8/R6.5**

**Project ID 0216000090**

## Electronic Bidding Contract

**AADD**

**Bids open Thursday, January 5, 2017**

**Dated November 14, 2016**

**IH**

**********

# SPECIAL NOTICES

**********

- See sections 2 and 3 for contractors' registration requirements.

# CONTRACT NO. 02-2H3604

## The special provisions contained herein have been prepared by or under the direction of the following Registered Person:

**HIGHWAY**

9/22/16

REGISTERED CIVIL ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER
Roddy L. Estes
No. C74535
Exp. 03-31-17
CIVIL.
STATE OF CALIFORNIA

**ELECTRICAL (HIGHWAY)**

9/22/16

REGISTERED ELECTRICAL ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER
J. M. Hannigan
No. E 13665
Exp. 06-30-17
ELECT.
STATE OF CALIFORNIA

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# STANDARD PLANS LIST

The standard plan sheets applicable to this Contract include those listed below. The applicable revised standard plans (RSPs) listed below are included in the project plans.

| | |
|---|---|
| A3A | Abbreviations (Sheet 1 of 3) |
| A3B | Abbreviations (Sheet 2 of 3) |
| A3C | Abbreviations (Sheet 3 of 3) |
| A10A | Legend - Lines and Symbols (Sheet 1 of 5) |
| A10B | Legend - Lines and Symbols (Sheet 2 of 5) |
| A10C | Legend - Lines and Symbols (Sheet 3 of 5) |
| A10D | Legend - Lines and Symbols (Sheet 4 of 5) |
| A10E | Legend - Lines and Symbols (Sheet 5 of 5) |
| A20A | Pavement Markers and Traffic Lines - Typical Details |
| A20B | Pavement Markers and Traffic Lines - Typical Details |
| A20C | Pavement Markers and Traffic Lines - Typical Details |
| A20D | Pavement Markers and Traffic Lines - Typical Details |
| A24A | Pavement Markings - Arrows |
| A24B | Pavement Markings - Arrows and Symbols |
| A24D | Pavement Markings - Words |
| A24E | Pavement Markings - Words, Limit and Yield Lines |
| A24F | Pavement Markings - Crosswalks |
| A40B | Shoulder Rumble Strip Details - Ground-In Indentations |
| A73A | Object Markers |
| A73B | Markers |
| A77L3 | Metal Beam Guard Railing - Reconstruct Installation |
| A77M1 | Midwest Guardrail System - Standard Hardware |
| A77N2 | Midwest Guardrail System - Steel Post and Notched Wood Block Details |
| A78F1 | Double Thrie Beam Barrier - Connections to Bridge Railings without Sidewalks |
| A78F2 | Single Thrie Beam Barrier - Connections to Bridge Railings without Sidewalks |
| RSP A87B | Hot Mix Asphalt Dikes |
| P50 | Pavement Structure - Drainage System Details |
| P51 | Edge Drain Outlet and Vent Details |
| T1A | Temporary Crash Cushion, Sand Filled (Unidirectional) |
| T1B | Temporary Crash Cushion, Sand Filled (Bidirectional) |

| | |
|---|---|
| T2 | Temporary Crash Cushion, Sand Filled (Shoulder Installations) |
| T3A | Temporary Railing (Type K) |
| T3B | Temporary Railing (Type K) |
| T9 | Traffic Control System Tables for Lane and Ramp Closures |
| T10 | Traffic Control System for Lane Closure on Freeways and Expressways |
| T10A | Traffic Control System for Lane Closure on Freeways and Expressways |
| T14 | Traffic Control System for Ramp Closure |
| RS1 | Roadside Signs - Typical Installation Details No. 1 |
| RS2 | Roadside Signs - Wood Post - Typical Installation Details No. 2 |
| RS4 | Roadside Signs - Typical Installation Details No. 4 |
| ES-1A | Electrical Systems (Legend) |
| ES-1B | Electrical Systems (Legend) |
| RSP ES-1C | Electrical Systems (Legend) |
| RSP ES-5A | Electrical Systems (Loop Detectors) |
| RSP ES-5B | Electrical Systems (Detectors) |
| ES-5D | Electrical Systems (Curb and Shoulder Termination, Trench, and Handhole Details) |
| RSP ES-8B | Electrical Systems (Traffic Pull Box) |

# CANCELED STANDARD PLANS LIST

The standard plan sheets listed below are canceled and not applicable to this contract.

| Plan No. | Date Canceled | Plan No. | Date Canceled | Plan No. | Date Canceled |
|---|---|---|---|---|---|
| ES-15B | 04-15-16 | | | | |
| D72 | 07-15-16 | | | | |
| D73 | 07-15-16 | | | | |
| D74A | 07-15-16 | | | | |
| D74B | 07-15-16 | | | | |
| D74C | 07-15-16 | | | | |

# NOTICE TO BIDDERS

Bids open Thursday, January 5, 2017

Dated November 14, 2016

General work description: Cold plane AC,RHMA-O,HMA,replace AC surfacing,guardrailing,striping

The Department will receive sealed bids for CONSTRUCTION ON STATE HIGHWAY IN SHASTA COUNTY IN AND NEAR ANDERSON AT VARIOUS LOCATIONS FROM 0.1 MILE SOUTH OF NORTH COTTONWOOD UNDERCROSSING TO 0.2 MILE SOUTH OF RIVERSIDE AVENUE OVERCROSSING.

District-County-Route-Post Mile: 02-Sha-5-1.8/R6.5

Contract No. 02-2H3604

The Contractor must have either a Class A license or one of the following Class C licenses: C-12.

The DVBE Contract goal is 3 percent.

Bids must be on a unit price basis.

Complete the work within 30 working days.

The estimated cost of the project is $1,520,000.

The Department will receive bids until 2:00 p.m. on the bid open date via Bid Express website. Bids received after this time will not be accepted. For more information refer to the Electronic Bidding Guide at the Bidders' Exchange website.

The Department will open and publicly read the bids at 1727 30th Street, Bidders' Exchange, MS 26, Sacramento, CA 95816 immediately after the specified closing time.

District office addresses are provided in the *Standard Specifications*.

Present bidders' inquiries to the Department and view the Department's responses at:

http://www.dot.ca.gov/hq/esc/oe/inquiry/bid_inquiries.php

Questions about alleged patent ambiguity of the plans, specifications, or estimate must be asked before bid opening. After bid opening, the Department does not consider these questions as bid protests.

Submit your bid with bidder's security equal to at least 10 percent of the bid.

Under Govt Code § 14835 et seq. and 2 CA Code of Regs § 1896 et seq., the Department gives preference to certified small businesses and non–small businesses who commit to 25 percent certified small business participation.

Under Pub Cont Code § 6107, the Department gives preference to a "California company," as defined, for bid comparison purposes over a nonresident contractor from any state that gives or requires a preference to be given to contractors from that state on its public entity construction contracts.

Prevailing wages are required on this Contract. The Director of the California Department of Industrial Relations determines the general prevailing wage rates. Obtain the wage rates at the DIR website, http://www.dir.ca.gov, or from the Department's Labor Compliance Office of the district in which the work is located.

The Department has made available Notices of Suspension and Proposed Debarment from the Federal Highway Administration. For a copy of the notices, go to http://www.dot.ca.gov/hq/esc/oe/contractor_info. Additional information is provided in the Excluded Parties List System at https://www.epls.gov.

Caltrans and the Construction Industry are committed to making partnering the way we do business. For more information, go to http://www.dot.ca.gov/hq/construc/partnering.html.

Department of Transportation

D02RLE

## BID ITEM LIST

| Item No. | Item Code | Item Description | Unit of Measure | Estimated Quantity |
|---|---|---|---|---|
| 1 | 070030 | LEAD COMPLIANCE PLAN | LS | LUMP SUM |
| 2 | 120090 | CONSTRUCTION AREA SIGNS | LS | LUMP SUM |
| 3 | 120100 | TRAFFIC CONTROL SYSTEM | LS | LUMP SUM |
| 4 | 120152 | TEMPORARY PAVEMENT MARKING (TAPE) | SQFT | 1,270 |
| 5 | 128652 | PORTABLE CHANGEABLE MESSAGE SIGN (LS) | LS | LUMP SUM |
| 6 | 130100 | JOB SITE MANAGEMENT | LS | LUMP SUM |
| 7 | 130200 | PREPARE WATER POLLUTION CONTROL PROGRAM | LS | LUMP SUM |
| 8 | 130900 | TEMPORARY CONCRETE WASHOUT | LS | LUMP SUM |
| 9 | 141120 | TREATED WOOD WASTE | LB | 2,610 |
| 10 | 150661 | REMOVE GUARDRAIL | LF | 50 |
| 11 | 150771 | REMOVE ASPHALT CONCRETE DIKE | LF | 870 |
| 12 | 151573 | RECONSTRUCT GUARDRAIL | LF | 100 |
| 13 | 152501 | ADJUST GUARDRAIL | LF | 38 |
| 14 | 153103 | COLD PLANE ASPHALT CONCRETE PAVEMENT | SQYD | 90,100 |
| 15 | 190101 | ROADWAY EXCAVATION | CY | 52 |
| 16 | 190185 | SHOULDER BACKING | TON | 1,340 |
| 17 | 260203 | CLASS 2 AGGREGATE BASE (CY) | CY | 9 |
| 18 | 390095 | REPLACE ASPHALT CONCRETE SURFACING | CY | 230 |
| 19 | 390132 | HOT MIX ASPHALT (TYPE A) | TON | 2,500 |
| 20 | 390402 | RUBBERIZED HOT MIX ASPHALT-OPEN GRADED (OPEN GRADED FRICTION COURSE) | TON | 5,310 |

| Item No. | Item Code | Item Description | Unit of Measure | Estimated Quantity |
|---|---|---|---|---|
| 21 | 394060 | DATA CORE | LS | LUMP SUM |
| 22 | 394073 | PLACE HOT MIX ASPHALT DIKE (TYPE A) | LF | 430 |
| 23 | 394076 | PLACE HOT MIX ASPHALT DIKE (TYPE E) | LF | 450 |
| 24 | 397005 | TACK COAT | TON | 52 |
| 25 | 681103 | 3" PLASTIC PIPE (EDGE DRAIN) | LF | 60 |
| 26 | 681107 | 3" PLASTIC PIPE (EDGE DRAIN OUTLET) | LF | 75 |
| 27 | 820151 | OBJECT MARKER (TYPE L-1) | EA | 1 |
| 28 | 032582 | TRANSITION RAILING (TYPE WB) | EA | 2 |
| 29 | 032583 | CONCRETE BARRIER (TRANSITION) | LF | 7 |
| 30 | 839584 | ALTERNATIVE IN-LINE TERMINAL SYSTEM | EA | 1 |
| 31 | 840515 | THERMOPLASTIC PAVEMENT MARKING | SQFT | 2,780 |
| 32 | 840560 | THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE) | LF | 97,500 |
| 33 | 846051 | 12" RUMBLE STRIP (ASPHALT CONCRETE PAVEMENT) | STA | 460 |
| 34 | 850111 | PAVEMENT MARKER (RETROREFLECTIVE) | EA | 1,600 |
| 35 | 860090 | MAINTAINING EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION | LS | LUMP SUM |
| 36 | 872130 | MODIFYING EXISTING ELECTRICAL SYSTEM | LS | LUMP SUM |

# SPECIAL PROVISIONS

## ORGANIZATION

Special provisions are under headings that correspond with the main-section headings of the *Standard Specifications*. A main-section heading is a heading shown in the table of contents of the *Standard Specifications*.

Each special provision begins with a revision clause that describes or introduces a revision to the *Standard Specifications* as revised by any revised standard specification.

Any paragraph added or deleted by a revision clause does not change the paragraph numbering of the *Standard Specifications* for any other reference to a paragraph of the *Standard Specifications*.

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

## DIVISION I GENERAL PROVISIONS

### 1 GENERAL

**Add to section 1-1.01:**

**Bid Items and Applicable Sections**

| Item code | Item description | Applicable section |
|---|---|---|
| 150661 | REMOVE GUARDRAIL | 83 |
| 150771 | REMOVE ASPHALT CONCRETE DIKE | 39 |
| 151573 | RECONSTRUCT GUARDRAIL | 83 |
| 152501 | ADJUST GUARDRAIL | 83 |
| 153103 | COLD PLANE ASPHALT CONCRETE PAVEMENT | 39 |
| 850111 | PAVEMENT MARKER (RETROREFLECTIVE) | 81 |
| 032582 | TRANSITION RAILING (TYPE WB) | 83 |
| 032583 | CONCRETE BARRIER (TRANSITION) | 83 |
| 860090 | MAINTAINING EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION | 87 |

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

### 2 BIDDING

**Add between the 1st and 2nd paragraphs of section 2-1.06B:**

The Department makes the following supplemental project information available:

**Supplemental Project Information**

| Means | Description |
|---|---|
| Included in the *Information Handout* | TMS Element Operational Status Certified List |

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 5 CONTROL OF WORK

**Add to the end of section 5-1.20A:**

During the progress of the work under this Contract, work under the following contracts may be in progress at or near the job site of this Contract:

**Coincident or Adjacent Contracts**

| Contract no. | County–Route–Post Mile | Location | Type of work |
|---|---|---|---|
| 02-4C4034 | SHA-005-PM R6.5/R11.7 | Anderson, CA | Interstate Widening |

**Add to the end of section 5-1.20C:**

This project does not include work on the railroad property, but a railroad is shown on the general plan sheet within the project limits. Do not trespass on the railroad property at the South Anderson Overhead.

**Add to section 5-1.32:**

The following locations meet environmental compliance for parking and staging:

| Co-Route | PM | Side of Highway (i.e. NB, SB) | Description of Area |
|---|---|---|---|
| Sha-5 | 2.29 | Median | Paved area where the cable barrier ends and concrete barrier begins |
| Sha-5/273 | 3.8 | NB | Dirt area between NB-5 and the NB-273 Off-ramp approximately midway between the gore area and the I-5 overpass |
| Sha-5 | 4.45 | SB | Gravel area between SB-5 and SB Deschutes Road Off-ramp at the intersection of the ramp and Deschutes Road |

**Add between the 2nd and 3rd paragraphs of section 5-1.36D:**

Utility information is not shown. Utility location activities must be concurrent with construction activities. Make arrangements with the utility owners to coordinate utility location activities. Mechanically actuated excavation must not be performed within 24 inches horizontally of the exterior surface of the subsurface facilities.

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 8 PROSECUTION AND PROGRESS

**Replace *Reserved* in section 8-1.04F with:**

The 1st paragraph of section 8-1.04B does not apply.

Within 10 days after receiving notice that the Contract has been approved by the Attorney General or the attorney appointed and authorized to represent the Department, submit a request for authorization to start job site activities. The request must include:

1. CPM baseline schedule
2. Date you plan to start job site activities

The Department does not allow changes to the request after it is authorized.

Except for measuring controlling field dimensions and locating utilities, do not start job site activities until your WPCP or SWPPP, whichever applies, is received and authorized and the following submittals are received:

1. Notice of Materials To Be Used form
2. Contingency plan for reopening closures to traffic

If you obtain authorization to start job site activities for the date you requested, start job site activities on the requested date. If you fail to submit a request for authorization to start job site activities as specified or if the request is not authorized, start job site activities within 15 days after receiving notice of Contract approval. Start work before August 2, 2017.

^^^

**Replace *Reserved* in section 12-4.02C(3)(f) with:**

Closure restrictions for designated holidays and special days are shown in the following table:

| Lane Closure Restrictions For Designated Holidays And Special Days | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Thu | Fri | Sat | Sun | Mon | Tues | Wed | Thu | Fri | Sat | Sun |
| x | **H** xx | xx | xx | | | | | | | |
| | **SD** xx | | | | | | | | | |
| x | xx | **H** xx | xx | | | | | | | |
| | | **SD** xx | | | | | | | | |
| | x | xx | **H** xx | xx | | | | | | |
| | | | **SD** xx | | | | | | | |
| | x | xx | xx | **H** xx | | | | | | |
| | x | xx | xx | **SD** xx | | | | | | |
| | | | | x | **H** xx | | | | | |
| | | | | x | **SD** xx | | | | | |
| | | | | | x | **H** xx | | | | |
| | | | | | | **SD** xx | | | | |
| | | | | | | x | **H** xx | xx | xx | xx |
| | | | | | | | **SD** xx | | | |

| Legend: | |
|---|---|
| | Refer to lane requirement charts. |
| x | The full width of the traveled way must be open for use by traffic after 3:00 p.m.. |
| xx | The full width of the traveled way must be open for use by traffic. |
| **H** | Designated holiday |
| **SD** | Special day |

**Replace *Reserved* in section 12-4.02C(3)(g) with:**

Freeway lane closures must comply with the requirements shown in the following chart:

**Chart No. 1**
**Mainline I-5 Lane Requirements**

| County: Shasta | Route/Direction: 5 NB and SB | Post Mile: 1.8/R6.5 |
|---|---|---|

Closure limits: Mainline I-5

| Hour | 24 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon – Thu | 1 | 1 | 1 | 1 | 1 | 1 | 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | 1 | 1 | 1 | 1 |
| Fri | 1 | 1 | 1 | 1 | 1 | 1 | 1 | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Sat | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Sun | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | 1 | 1 | 1 | 1 |

Legend:

| | |
|---|---|
| 1 | Provide at least 1 through Freeway lane plus adjacent paved shoulder open in the direction of travel. |
| N | No work is allowed. |

REMARKS: The full width of the travel way must be open to traffic on designated legal holidays and special days. Only one closure allowed in each direction of travel at any one time. The maximum length of a stationary lane closure is 2.0 miles.

**Replace *Reserved* in section 12-4.02C(3)(j) with:**

Comply with the requirements for the ramp closure shown in the following chart:

**Chart No. 2**
**North Cottonwood NB On Ramp and North Cottonwood SB Off Ramp**

| County: Shasta | Route/Direction: 5 / NB and SB | Post Mile: 1.8 |
|---|---|---|

Closure limits: North Cottonwood NB On Ramp and North Cottonwood SB Off Ramp

| Hour | 24 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon – Thu | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C |
| Fri | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | C | N | N | N | N | N | N | N | N | N |
| Sat | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N |
| Sun | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | C | C | C | C |

Legend:

| | |
|---|---|
| C | Ramp may be closed completely. |
| N | No work is allowed. |

REMARKS: Ramps may be closed a maximum of 3 times each with a maximum time of 12 hours per closure. Only one ramp may be closed at any one time in one direction (except at a single interchange, an off and on ramp in opposite directions may be closed at the same time). Consecutive ramp closures are not allowed. Each ramp closure is subject to 7 day advance notification. Post advance notification sign at an authorized location. Traffic to be detoured according to detour plan. The full width of the travelled way must be open for se by traffic on designated legal holidays and special days.

**Replace *Reserved* in section 12-4.02C(3)(j) with:**

Comply with the requirements for the ramp closure shown in the following chart:

**Chart No. 3**
**Deschutes SB Off-Ramp, Balls Ferry NB Off-Ramp, Balls Ferry SB On Ramp, North St. NB On-Ramp, North St. SB Off-Ramp**

| County: Shasta | Route/Direction: 5 / NB and SB | Post Mile: R4.3/R6.5 |
|---|---|---|

Closure limits: Deschutes SB Off-Ramp, Balls Ferry NB Off-Ramp, Balls Ferry SB On-Ramp, North St. NB On-Ramp, North St. SB Off-Ramp

| Hour | 24 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon – Thu | C | C | C | C | C | C | C | C | C | N | N | N | N | N | N | N | N | N | N | C | C | C | C | C | |
| Fri | C | C | C | C | C | C | C | C | C | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | |
| Sat | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | |
| Sun | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | C | C | C | C | |

Legend:

| | |
|---|---|
| C | Ramp may be closed completely. |
| N | No work is allowed. |

REMARKS: Ramps may be closed a maximum of 3 times each. Only one ramp may be closed at any one-time (except at a single interchange, an off and on-ramp in opposite directions may be closed at the same time) in one direction. Consecutive ramp closures are not allowed. Each ramp closure is subject to 7-day advance notification. Traffic to be detoured according to detour plan. The full width of the travelled way must be open for use by traffic on designated legal holidays and special days.

**Add to the end of section 12-4.02C(7)(a):**

Except where prohibited, use an impact attenuator vehicle:

1. To follow behind equipment and workers who are placing and removing components of a closure. Operate the flashing arrow sign in the arrow or caution mode during this activity, whichever applies. Follow at a distance that prevents intrusion into the work space from passing traffic.

After placing components of a stationary traffic control system, you may place the impact attenuator vehicle in advance of the work area or at another authorized location to protect traffic and workers.

**Add to the end of section 12-4.02C(7)(b):**

Not more than 1 stationary closure is allowed in each direction of travel at one time.

**Replace section 12-9 with:**

## 12-9 CONSTRUCTION ZONE ENHANCED ENFORCEMENT PROGRAM

### 12-9.01 GENERAL

#### 12-9.01A Summary

Section 12-9 includes specifications for requesting and using the Construction Zone Enhanced Enforcement Program (COZEEP).

A total of 600 hours of COZEEP support is available for this project. Hold a preconstruction meeting with the Engineer to determine a list of work activities where COZEEP support will be effective. The Engineer determines the work activities requiring COZEEP support and the total hours of support authorized for those activities.

The cost of COZEEP support up to the total hours available is shared 50-50 by you and the Department for work activities authorized by the Engineer. You are responsible for the full cost of COZEEP when you request COZEEP support for work activities not authorized by the Engineer or when the total hours available has been exceeded. You are responsible for the costs due to late cancellation of requested COZEEP support. The Department deducts your cost for COZEEP from progress payments.

The Department pays the full costs for COZEEP when the Engineer requires COZEEP support:

1. If the total available hours is exceeded
2. For change order work

Two California Highway Patrol (CHP) officers are required from 2200 to 0600 hours. COZEEP support is based on local CHP staffing levels and may not be available for the date or time requested.

The Department does not adjust time or payment if COZEEP support is unavailable or your request for COZEEP support is denied.

### 12-9.01B Definitions

**COZEEP:** Program that provides CHP officers to monitor the movement of public traffic within the work zone. COZEEP is an enhancement tool for construction zones and is not a replacement for other temporary traffic control measures.

### 12-9.01C Submittals

To request COZEEP support for work activities, submit a request:

1. Listing the work activities with the dates and times for which you are requesting COZEEP.
2. By noon Monday for the following week. The week is defined as Sunday at noon through the following Sunday at noon.

To cancel a COZEEP request, submit a cancellation notice at least 48 hours before the scheduled start time of the COZEEP support.

### 12-9.01D Quality Assurance

Not Used

### 12-9.02 MATERIALS

Not Used

### 12-9.03 CONSTRUCTION

The Engineer arranges with the CHP for COZEEP support.

The Engineer directs all CHP field operations for COZEEP.

### 12-9.04 PAYMENT

The hourly rate for each CHP officer providing COZEEP support is $130. This rate includes full compensation for each hour or portion thereof that the officer provides the support. Markups are not added to any expenses associated with COZEEP support.

For a cancellation less than 48 hours before the scheduled start time of COZEEP support, the Department deducts:

1. Minimum of $50 per CHP officer if the officer is notified before the start time
2. Maximum of 4 hours of pay per CHP officer if the officer is not notified before the start time

^^^

**Delete paragraph 3 of section 19-9.02**

**Replace paragraphs 4 and 5 of section 19-9.02 with:**

RAP may be incorporated into the shoulder backing material at a maximum ratio by volume of 4:1 (4 parts, or less, RAP to 1 part other shoulder backing material). The resulting shoulder backing material must be a homogenous mixture.

Shoulder backing, excluding RAP, must comply with the requirements shown in the following table:

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Sand equivalent | California Test 217 | 20–35 |
| Percentage crushed particles (min, %)[a] | California Test 205 | |
| 1 fractured face | | 75 |
| 2 fractured faces | | 50 |
| Durability index | California Test 229 | 25 |
| Plasticity Index | California Test 204 | 0 to 5 |

[a]Applies to material retained on no. 4 sieve only

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**Replace the paragraphs in section 39-2.02A(3)(b) with:**

The JMF must be based on the Superpave HMA mix design system as described in the MS-2 Asphalt Mix Design Methods by the Asphalt Institute.

For a Type A HMA mixture using RAP substitution greater than 15 percent of the aggregate blend, the asphalt binder grade from the HMA mixture must comply with the grade specified in section 39-2.02B(3). The HMA mixture binder grade must not be stiffer than the PG binder grade specified and must be determined by blending charts for high, intermediate, and low critical temperatures. Original binder requirements, ductility requirements, and footnote d in the table in the 1st paragraph in section 92-1.02B do not apply in the determination of the HMA mixture binder grade using blending charts.

**Add to section 39-2.02A(3)(c):**

For RAP substitution greater than 15 percent of the aggregate blend, submit blending calculation sheets and blending charts for high, intermediate, and low critical temperatures. The blending calculation sheets and blending charts must be based on the MS-2 Asphalt Mix Design Methods by the Asphalt Institute. You may use critical temperatures of virgin binder or the maximum theoretical critical temperature of the PG grade of the virgin binder. Critical temperatures must be in whole degree. The calculation sheets must be sealed and signed by an engineer who is registered as a civil engineer in the State or by the AMRL-AASHTO-accredited laboratory manager responsible for the calculations and blending charts.

**Add to the table in the 1st paragraph of section 39-2.02A(4)(b)(ii):**

| | | |
|---|---|---|
| Coarse durability index[e] | AASHTO T 210 | 1 per 3,000 tons or 1 per paving day, whichever is greater |
| Fine durability index | AASHTO T 210 | 1 per 3,000 tons or 1 per paving day, whichever is greater |
| Sodium sulfate soundness[f] | AASHTO T 104 | 1 per project |

[e]The test is required only if the aggregate source is in Lassen, Modoc, Siskiyou, or Shasta County.
[f]The test is required only if the aggregate source is in Modoc, Siskiyou, or Shasta County.

**Add between the heading and the 1st paragraph of section 39-2.02A(4)(b)(iii):**

**39-2.02A(4)(b)(iii)(i) General**

Section 39-2.02A(4)(b)(iii) applies to Type A HMA mixtures using RAP substitution greater than 15 percent of the aggregate blend.

**39-2.02A(4)(b)(iii)(ii) Reclaimed Asphalt Pavement Stockpiles**

**Add to section 39-2.02A(4)(b)(iii):**

**39-2.02A(4)(b)(iii)(iii) Virgin and Recovered Reclaimed Asphalt Pavement Binder**

Perform solvent extraction of RAP binder under AASHTO T 164, Method A, and recovery under AASHTO R 59 or ASTM D1856. Test the quality characteristics of the recovered RAP binder under the test methods and frequencies shown in the following table:

| Quality characteristic | Test method | Minimum testing frequency |
|---|---|---|
| Critical temperatures of RAP binder | AASHTO T 315 and AASHTO T 313 | 1 per project if RAP is not augmented or 1 per 500 tons of augmented RAP |

If you use critical temperature of virgin binder in blending charts, test the quality characteristics of the virgin binder under the test methods and frequencies shown in the following table:

| Quality characteristic | Test method | Minimum testing frequency |
|---|---|---|
| Critical temperatures of virgin binder | AASHTO T 315 and AASHTO T 313 | 1 per 5 paving days or 1 per project, whichever is greater |

Determine the blended binder grade using blending charts under the MS-2 Asphalt Mix Design Methods by the Asphalt Institute each time the critical temperatures are determined.

**Replace *40* in the row for Los Angeles Rattler in the table in item 1 in the list in the paragraph of section 39-2.02A(4)(e) with:**

25

**Add to the table in item 1 in the list in the paragraph of section 39-2.02A(4)(e):**

| | | |
|---|---|---|
| Coarse durability index ($D_c$, min)[e] | AASHTO T 210 | 65 |
| Fine durability index ($D_f$, min) | AASHTO T 210 | 50 |
| Sodium sulfate soundness (max loss, %)[f] | AASHTO T 104 | 25 |

[e]The test is required only if the aggregate source is in Lassen, Modoc, Siskiyou, or Shasta County.
[f]The test is required only if the aggregate source is in Modoc, Siskiyou, or Shasta County.

**Replace *If RAP is used* in item 2 in the list of the paragraph of section 39-2.02A(4)(e) with:**

For RAP substitution greater than 15 percent of the aggregate blend

**Delete the row for moisture susceptibility, dry strength, in the table in item 3 in the list in the paragraph of section 39-2.02A(4)(e).**

**Replace the row for moisture susceptibility, wet strength, in the table in item 3 in the list in the paragraph of section 39-2.02A(4)(e) with:**

| | | |
|---|---|---|
| Moisture susceptibility (min, tensile strength ratio) | AASHTO T 283 | 80 |

**Add to the table in item 3 in the list in the paragraph of section 39-2.02A(4)(e):**

| | | |
|---|---|---|
| Surface abrasion loss (max, $g/cm^2$)[h] | California Test 360 | 0.4 |

**Add to the list of the paragraph of section 39-2.02A(4)(e) with:**

4. For RAP substitution greater than 15 percent of the aggregate blend, the asphalt binder grade must comply with the specified binder grade. A tolerance of +2 degrees C may be applied to the critical high and low temperatures of the blended binder. Original binder requirements, ductility requirements, and footnote d in the table in the 1st paragraph in section 92-1.02B do not apply in the determination of the PG binder grade using blending charts.

**Delete the row for moisture susceptibility, dry strength, in the table in the 1st paragraph of section 39-2.02B(2).**

**Replace the row for moisture susceptibility, wet strength, in the table in the 1st paragraph of section 39-2.02B(2) with:**

| | | |
|---|---|---|
| Moisture susceptibility (min, tensile strength ratio) | AASHTO T 283 | 80 |

**Replace the 3rd and 4th paragraphs in section 39-2.02B(2) with:**

For a Type A HMA mixture using RAP substitution greater than 15 percent of the aggregate blend, the mix design blended binder grade must comply with the specified binder grade. The mix design blended binder grade must be determined using blending charts as described in the MS-2 Asphalt Mix Design Methods by the Asphalt Institute. Original binder requirements, ductility requirements, and footnote d in the table in the 1st paragraph in section 92-1.02B do not apply in the determination of the HMA mixture binder grade using blending charts.

**Replace *Reserved* in section 39-2.02B(3):**

The grade of asphalt binder for Type A HMA must be PG 64-28 M.

For Type A HMA using RAP substitution of greater than 15 percent of the aggregate blend, the HMA mixture binder grade must comply with the PG binder grade specified above.

For Type A HMA using RAP substitution of 15 percent or less of the aggregate blend, the grade of the virgin binder must comply with the PG binder grade specified above.

**Replace *40* in the row for Los Angeles Rattler in the table in the 1st paragraph of section 39-2.02B(4)(a) with:**

25

**Add to the table in the 1st paragraph of section 39-2.02B(4)(a):**

| | | |
|---|---|---|
| Coarse durability index ($D_c$, min)[d] | AASHTO T 210 | 65 |
| Fine durability index ($D_f$, min) | AASHTO T 210 | 50 |
| Sodium sulfate soundness (max loss, %)[e] | AASHTO T 104 | 25 |

[d]The test is required only if the aggregate source is in Lassen, Modoc, Siskiyou, or Shasta County.
[e]The test is required only if the aggregate source is in Modoc, Siskiyou, or Shasta County.

**Replace the 2nd sentence of 2nd paragraph in section 39-2.02B(11) with:**

For RAP substitution of 15 percent or less, RAP must be within ±3 of RAP percentage shown in your Contractor Job Mix Formula Proposal form without exceeding 15 percent. For RAP substitution of greater than 15 percent, RAP must be within ±3 of RAP percentage shown in your Contractor Job Mix Formula Proposal form without exceeding 25 percent.

**Add to the beginning of section 39-2.02C:**

Use a material transfer vehicle when placing Type A HMA if:

1. Quantity of HMA to be paved is greater than 1000 tons.
2. Any of the following exists:
   2.1. Paving is allowed and the ambient air temperature is below 70 degrees F.
   2.2. Time from discharge to truck at the HMA plant until transfer to the paver's hopper is 90 minutes or greater.

**Add to section 39-2.04A(1):**

Do not place RHMA-O and RHMA-O-HB on the traveled way between September 15 and May 1.

**Add to the table in the 1st paragraph of section 39-2.04A(4)(b)(iii):**

| | | |
|---|---|---|
| Coarse durability index[b] | AASHTO T 210 | 1 per 3,000 tons or 1 per paving day, whichever is greater |
| Fine durability index | AASHTO T 210 | 1 per 3,000 tons or 1 per paving day, whichever is greater |
| Sodium sulfate soundness[c] | AASHTO T 104 | 1 per project |

[b]The test is required only if the aggregate source is in Lassen, Modoc, Siskiyou, or Shasta County.
[c]The test is required only if the aggregate source is in Modoc, Siskiyou, or Shasta County.

**Replace *40* in the row for Los Angeles Rattler in the table in item 1 in the list in the paragraph of section 39-2.04A(4)(c)(i) with:**

25

**Add to the table in item 1 in the list in the paragraph of section 39-2.04A(4)(c)(i):**

| | | |
|---|---|---|
| Coarse durability index ($D_c$, min)[a] | AASHTO T 210 | 65 |
| Fine durability index ($D_f$, min) | AASHTO T 210 | 50 |
| Sodium sulfate soundness (max loss, %)[b] | AASHTO T 104 | 25 |

[a]The test is required only if the aggregate source is in Lassen, Modoc, Siskiyou, or Shasta County.
[b]The test is required only if the aggregate source is in Modoc, Siskiyou, or Shasta County.

**Add to section 39-2.04B(3):**

For RHMA-O and RHMA-O-HB, the grade of asphalt binder must be PG 64-16.

**Replace *40* in the row for Los Angeles Rattler in the table in the 1st paragraph of section 39-2.04B(4)(a) with:**

25

**Add to the table in the 1st paragraph of section 39-2.04B(4)(a):**

| | | |
|---|---|---|
| Coarse durability index ($D_c$, min)[a] | AASHTO T 210 | 65 |
| Fine durability index ($D_f$, min) | AASHTO T 210 | 50 |
| Sodium sulfate soundness (max loss, %)[b] | AASHTO T 104 | 25 |

[a]The test is required only if the aggregate source is in Lassen, Modoc, Siskiyou, or Shasta County.
[b]The test is required only if the aggregate source is in Modoc, Siskiyou, or Shasta County.

**Replace the table in the 3rd paragraph of section 39-2.04C with:**

**Tack Coat Application Rates for OGFC**

| OGFC over: | Minimum residual rates (gal/sq yd) | |
|---|---|---|
| | CRS2 and CQS1 asphaltic emulsion | Asphalt binder and PMCRS2 asphaltic emulsion |
| New HMA | 0.04 | 0.03 |
| PCC and existing AC surfacing | 0.06 | 0.04 |
| Planed pavement | 0.07 | 0.05 |

**Replace the 1st paragraph of the RSS for the 2nd paragraph of section 39-3.04A with:**

At the locations listed below, schedule cold planing activities such that the pavement is cold planed, the HMA is placed, and the area is open to traffic during the same work shift:

1. All mainline locations.
2. North Cottonwood UC South Bound exit.

For locations not listed above, schedule cold planing activities such that not more than 7 days elapses between the time the pavement is cold planed and the HMA is placed. Items 2 and 3 of the last paragraph of section 39-3.04C(1) do not apply.

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Drive steel foundation tubes with soil plates attached with or without pilot holes, or place them in drilled holes. Place the backfill material around the foundation tube in 4-inch thick layers. Moisten and thoroughly compact each layer. Coat the inside surfaces of the foundation tubes to receive wood terminal posts with grease. Insert the posts into the tubes by hand. Do not drive the posts. You may slightly round the post edges to facilitate insertion.

If a soil plate is not used on steel foundation tube or soil tube, you must install a 5/8 inch bolt through the tube just below the bottom of the wood post to keep the post from dropping into the tube.

**Replace *Not Used* in section 83-2.01A(4) with:**

Rub rail is change order work unless covered under another contract item.

**Add to section 83-2.02:**

If you remove 1 or 2 posts to construct an anchor block you must install nested double rail elements as shown or protect traffic by other means. Nested double rail elements must cover any railing without posts and extend from the authorized anchor a minimum of 25 feet.

If more than two posts must be removed to construct new anchor blocks, or if existing guard railing anchors cannot be used during construction, do not remove posts until you have submitted a plan to the Engineer detailing how you will protect traffic, and you have received authorization.

**Replace item 1 in the list in the 2nd paragraph of section 83-2.02C(1)(a) with:**

1. Steel line posts.

**Replace item 2 in the list in the 2nd paragraph of section 83-2.02C(1)(a) with:**

2. Plastic blocks for line posts.

**Delete the 4th paragraph of section 83-2.02C(1)(b):**

**Replace the 2nd paragraph in section 83-2.02C(1)(d) with:**

Splice rail elements at intervals not to exceed 12.5 feet. Unless otherwise shown, splice rail elements between posts for MGS and at the post for MBGR.

**Replace section 83-2.02C(3) with:**

**83-2.02C(3) Transition Railings**

Transition railings are used to transition guardrail to another type of barrier, rail, anchor, or other object as shown.

The offset from the face of the Type WB-31 transition railing to the hinge point must be at least 3'-6".

The offset from the face of the adjacent midwest guardrail system to the hinge point must be transitioned from the offset at the Type WB-31 transition railing to 4'-0" using a ratio of 6:1.

**83-2.02C(4) Intermediate Anchors**

Intermediate anchors are used at the beginning / end of radius rail as shown.

**Replace *Reserved* in section 83-2.04B with:**

### 83-2.04B(1) General

#### 83-2.04B(1)(a) Summary

Section 83-2.04B includes specifications for constructing alternative inline terminal systems.

#### 83-2.04B(1)(b) Definitions

Checklists are found in the manufacturers' installation manual, and provide a list of essential details that must be followed for the proper installation of their terminal. Checklists, along with Caltrans approved drawings and installation manuals can be obtained from the manufacturer or distributor of the terminal.

#### 83-2.04B(1)(c) Submittals

Submit a certificate of compliance for alternative inline terminal systems.

Submit at least two copies of the manufacturer's drawings, instruction manuals and maintenance manuals for each model of alternative inline terminal system including location where it will be used at least 10 days before installing terminal systems.

Submit completed checklists no more than 10 days after installation.

#### 83-2.04B(1)(d) Quality Assurance

Complete the manufacturer's checklist for each terminal after installation and include:

Contract number
Installation Contractor
Type of terminal installed
Date of installation
Location by station and postmile
Name and Signature of person completing the checklist

### 83-2.04B(2) Materials

Use a terminal system designed to be used with MBGR.

Alternative inline terminal systems must be one of the following or a Department-authorized equal: Use the Steel post option.

1. TYPE SKT TERMINAL SYSTEM: Type SKT terminal system must be a SKT 350 sequential kinking terminal, system length 50', manufactured by Road Systems, Inc., located in Big Spring, Texas, and must include the connection components. The SKT-350 can be obtained from the following distributors:

| Address | Telephone no. |
|---|---|
| UNIVERSAL INDUSTRIAL SALES<br>PO BOX 699<br>PLEASANT GROVE UT 84062 | (801) 785-0505 |
| GREGORY INDUSTRIES INC<br>4100 13TH ST SW<br>CANTON OH 44708 | (330) 477-4800 |

2. Type X-Lite terminal system. Type X-Lite terminal system must be an X-Lite-350 (6-post system) manufactured by Barrier Systems, Inc., and must include the connection components. The X-Lite-350 (6-post system) can be obtained from the distributor:

| Address | Telephone no. |
|---|---|
| STATEWIDE SAFETY AND SIGNS<br>130 GROBRIC COURT<br>FAIRFIELD, CA 94533 | (800) 770-2644 |

3. Type X-Tension terminal system. Type X-Lite terminal system must be an X-Tension-350 (6-post system) manufactured by Barrier Systems, Inc., and must include the connection components. The X-Tension-350 (6-post system) can be obtained from the distributor:

| Address | Telephone no. |
|---|---|
| STATEWIDE SAFETY AND SIGNS<br>130 GROBRIC COURT<br>FAIRFIELD, CA 94533 | (800) 770-2644 |

**83-2.04B(3) Construction**

Install alternative inline terminal systems under the manufacturer's installation instructions.

You must have a copy onsite of the manufacturer's drawings, installation manual and maintenance manual for each model of terminal system being installed.

Identify each terminal system by painting the type of terminal system in 2-inch-high, neat, black letters and figures on the backside of the rail element between system posts number 4 and 5. Paint must be metallic acrylic resin type spray paint. Before applying terminal system identification, the surface to receive terminal system identification must be free of all dirt, grease, oil, salt, or other contaminants by washing the surface with detergent or other suitable cleaner. Rinse thoroughly with fresh water and allow to fully dry.

Install and backfill steel foundation tubes and soil tubes in conformance with section 83-2.01A(3) and 83-2.02C(1)(b).

**83-2.04B(4) Payment**

Not Used

**Replace "Reserved" in section 83-11.02D with:**

**83-11.02D RECONSTRUCT GUARDRAIL**

**83-11.02D (1) General**

**83-11.02D(1)(a) Summary**

Section 83-11.02 includes specifications for the reconstruction of W-Beam guardrail and Thrie Beam Barrier.

**83-11.02D(1)(b) Definitions**

Reconstruct Guardrail includes as described:

1. Single and double Guardrail
2. Single and double Thrie Beam Barrier
3. Removing and reinstalling existing rub rail
4. Existing intermediate anchors
5. Sand Bedding

Reconstruction includes removal and disassembly of guardrail components and reconstructing them as described at existing or new locations.

**83-11.02D(1)(c) Submittals**

Submit a certificate of compliance for new posts, blocks and hardware.

**83-11.02D(1)(d) Quality Assurance**

**83-11.02D(2) Materials**

**83-11.02D(2)a General**

Use new posts, blocks and hardware.

**83-11.02D(2)(b) Posts**

Use steel posts.

**83-11.02D(2)(c) Blocks**

Use plastic blocks

Use blocks with a nominal depth of 8 inches or as shown.

Plastic blocks must be on the Authorized Material List which can be found at:

http://www.dot.ca.gov/hq/esc/approved_products_list/pdf/highway_safety_features.pdf

**83-11.02D(3) Construction**

**83-11.02D(3)a General**

Locations shown are approximate. The Engineer will determine exact locations. Confirm layout with the Engineer prior to installation.

If you install guardrail posts in pavement, remove the full depth of pavement as shown.

**83-11.02D(3)(b) Steel Posts**

Identify steel posts longer than 6 feet by painting the length as a 2-inch tall numeral in the web near the top of the post before installation. Use black metallic acrylic resin type paint applied to clean dry surface.

**83-11.02D(3)(c) Existing Anchors**

Completely remove cable anchor assemblies or terminal anchor assemblies, including concrete anchors and steel foundation tubes that are not reused in the work.

Existing intermediate anchors are to be reconstructed as shown.

**83-11.02D(4) Payment**

Not Used

**Replace *Reserved* in section 83-11.02E with:**

**83-11.02E(1) General**

Section 83-11.02E includes specifications for adjusting guardrails.

**83-11.02E(2) Materials**

Adjust guardrail includes sand bedding as described.

**83-11.02E(3) Construction**

Adjust the guardrail to the height shown.

Adjust guardrail by either:

1. Removing and reinstalling the post with a sufficient quantity of sand bedding in the hole so that when the post is reinstalled at the proper height it rests on firmly compacted material.
2. Raising the element and block to proper height and drilling a new hole or use an existing hole in the post if the block will not be more than 2 inches above the top of the post. Offset the new hole approximately 1 inch towards the leading edge of the post (towards approaching traffic) as measured from the vertical plane of the original hole.

You must use only one adjustment method within any individual run of guardrail unless authorized.

Use a pulling shoe or other method to remove posts that will not damage posts as they are removed. You must replace any post damaged by your removal operation at your expense. Supplying posts to replace existing posts with unacceptable damage below ground level will be change order work.

Have a sufficient supply of new posts, blocks and hardware on hand to insure there is no delay to the work. Furnishing replacements for existing unacceptable posts, blocks, or hardware is change order work.

**83-11.02E(4) Payment**

Adjust guardrail is measured as specified for new guardrail.

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# REVISED STANDARD SPECIFICATIONS APPLICABLE TO THE 2015 EDITION OF THE STANDARD SPECIFICATIONS

# REVISED STANDARD SPECIFICATIONS DATED 09-02-16

## ORGANIZATION

Revised standard specifications are under headings that correspond with the main-section headings of the *Standard Specifications*. A main-section heading is a heading shown in the table of contents of the *Standard Specifications*. A date under a main-section heading is the date of the latest revision to the section.

Each revision to the *Standard Specifications* begins with a revision clause that describes or introduces a revision to the *Standard Specifications*. For a revision clause that describes a revision, the date on the right above the clause is the publication date of the revision. For a revision clause that introduces a revision, the date on the right above a revised term, phrase, clause, paragraph, or section is the publication date of the revised term, phrase, clause, paragraph, or section. For a multiple-paragraph or multiple-section revision, the date on the right above a paragraph or section is the publication date of the paragraphs or sections that follow.

Any paragraph added or deleted by a revision clause does not change the paragraph numbering of the *Standard Specifications* for any other reference to a paragraph of the *Standard Specifications*.

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expression, age, sexual orientation, or military and veteran status. Contractor shall insure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

2. Contractor shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code, § 12900 et seq.), the regulations promulgated thereunder (Cal. Code Regs., tit. 2, § 11000 et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Gov. Code, §§ 11135-11139.5), and the regulations or standards adopted by the awarding state agency to implement such article.
3. Contractor or recipient shall permit access by representatives of the Department of Fair Employment and Housing and the awarding state agency upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or Agency shall require to ascertain compliance with this clause.
4. Recipient, contractor and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.
5. The contractor shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under the contract.

Under 2 CA Code of Regs § 11122:

## STANDARD CALIFORNIA NONDISCRIMINATION CONSTRUCTION CONTRACT SPECIFICATIONS (GOV. CODE SECTION 12990)

These specifications are applicable to all state contractors and subcontractors having a construction contract or subcontract of $5,000 or more.

1. As used in the specifications:
   a. "Act" means the Fair Employment and Housing Act.
   b. "Administrator" means Administrator, Office of Compliance Programs, California Department of Fair Employment and Housing, or any person to whom the Administrator delegates authority;
2. Whenever the contractor or any subcontractor subcontracts a portion of the work, it shall include in each subcontract of $5,000 or more the nondiscrimination clause in this contract directly or through incorporation by reference. Any subcontract for work involving a construction trade shall also include the Standard California Construction Contract Specifications, either directly or through incorporation by reference.
3. The contractor shall implement the specific nondiscrimination standards provided in paragraphs 6(a) through (e) of these specifications.
4. Neither the provisions of any collective bargaining agreement, nor the failure by a union with whom the contractor has a collective bargaining agreement, to refer members of any group protected by the Act shall excuse the contractor's obligations under these specifications, Government Code section 12990, or the regulations promulgated pursuant thereto.5. In order for the nonworking training hours of apprentices and trainees to be counted, such apprentices and trainees must be employed by the contractor during the training period, and the contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor or the California Department of Industrial Relations.
5. In order for the nonworking training hours of apprentices and trainees to be counted, such apprentices and trainees must be employed by the contractor during the training period, and the contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor or the California Department of Industrial Relations.
6. The contractor shall take specific actions to implement its nondiscrimination program. The evaluation of the contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The contractor must be able to demonstrate fully its efforts under steps a. through e. below:
   a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and at all facilities at which the contractor's employees are assigned to work. The contractor shall specifically ensure that all foremen, superintendents, and other on-site

supervisory personnel are aware of and carry out the contractor's obligations to maintain such a working environment.

b. Provide written notification within seven days to the director of the DFEH when the referral process of the union or unions with which the contractor has a collective bargaining agreement has impeded the contractor's efforts to meet its obligations.

c. Disseminate the contractor's equal employment opportunity policy by providing notice of the policy to unions and training, recruitment and outreach programs and requesting their cooperation in assisting the contractor to meet its obligations; and by posting the company policy on bulletin boards accessible to all employees at each location where construction work is performed.

d. Ensure all personnel making management and employment decisions regarding hiring, assignment, layoff, termination, conditions of work, training, rates of pay or other employment decisions, including all supervisory personnel, superintendents, general foremen, on-site foremen, etc., are aware of the contractor's equal employment opportunity policy and obligations, and discharge their responsibilities accordingly.

e. Ensure that seniority practices, job classifications, work assignments, and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the equal employment opportunity policy and the contractor's obligations under these specifications are being carried out.

7. Contractors are encouraged to participate in voluntary associations that assist in fulfilling their equal employment opportunity obligations. The efforts of a contractor association, joint contractor-union, contractor-community, or other similar group of which the contractor is a member and participant, may be asserted as fulfilling any one or more of its obligations under these specifications provided that the contractor actively participates in the group, makes every effort to assure that the group has a positive impact on equal employment opportunity in the industry, ensures that the concrete benefits of the program are reflected in the contractor's workforce participation, and can provide access to documentation that demonstrates the effectiveness of actions taken on behalf of the contractor. The obligation to comply, however, is the contractor's.
8. The contractor is required to provide equal employment opportunity for all persons. Consequently, the contractor may be in violation of the Fair Employment and Housing Act (Government Code section 12990 et seq.) if a particular group is employed in a substantially disparate manner.
9. The contractor shall not use the nondiscrimination standards to discriminate against any person because race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status.
10. The contractor shall not enter into any subcontract with any person or firm decertified from state contracts pursuant to Government Code section 12990.
11. The contractor shall carry out such sanctions and penalties for violation of these specifications and the nondiscrimination clause, including suspension, termination and cancellation of existing subcontracts as may be imposed or ordered pursuant to Government Code section 12990 and its implementing regulations by the awarding agency. Any contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Government Code section 12990.
12. The contractor shall designate a responsible official to monitor all employment related activity to ensure that the company equal employment opportunity policy is being carried out, to submit reports relating to the provisions hereof as may be required by OCP and to keep records. Records shall at least include for each employee the name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, status, (e.g., mechanic, apprentice trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was performed. Records shall be maintained in any easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, contractors shall not be required to maintain separate records.

**Add to the end of the 2nd sentence in the 1st paragraph of section 7-1.02K(1):**

04-22-16

, and hauling and delivery of ready-mixed concrete.

**Add between the 4th and 5th paragraphs of section 7-1.02K(3):**

04-22-16

Submitted certified payrolls for hauling and delivering ready-mixed concrete must be accompanied by a written time record. The time record must include:

1. Truck driver's full name and address
2. Name and address of the factory or batching plant
3. Time the concrete was loaded at the factory or batching plant
4. Time the truck returned to the factory or batching plant
5. Truck driver's signature certifying under penalty of perjury that the information contained in this written time record is true and correct

**Add between the 9th and 10th paragraphs of section 7-1.03:**

07-15-16

If a height differential of more than 0.04 foot is created by construction activities at a joint transverse to the direction of traffic on the traveled way or a shoulder subject to public traffic, construct a temporary taper at the joint with a slope complying with the requirements shown in the following table:

**Temporary Tapers**

| Height differential (foot) | Slope (horizontal:vertical) | |
|---|---|---|
| | Taper use of 14 days or less | Taper use of more than 14 days |
| Greater than 0.08 | 100:1 or flatter | 200:1 or flatter |
| 0.04–0.08 | 70:1 or flatter | 70:1 or flatter |

For a taper on existing asphalt concrete or concrete pavement, construct the taper with minor HMA under section 39-2.07.

Grind existing surfaces to accommodate a minimum taper thickness of 0.10 foot under either of the following conditions:

1. HMA material such as rubberized HMA, polymer-modified bonded wearing course, or open-graded friction course is unsuitable for raking to a maximum 0.02 foot thickness at the edge
2. Taper will be in place for more than 14 days

For a taper on a bridge deck or approach slab, construct the taper with polyester concrete under section 60-3.04B.

The completed surface of the taper must be uniform and must not vary more than 0.02 foot from the lower edge of a 12-foot straightedge when placed on its surface parallel and perpendicular to traffic.

If authorized, you may use alternative materials or methods to construct the required taper.

**Replace *§ 337.15* in the 3rd item in the list in the paragraph of section 7-1.06B with:**

05-06-16

§ 337.1

**Add between the 1st and 2nd paragraphs of section 7-1.11A:**

02-12-16

Comply with 46 CFR 381.7(a)–(b).

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

## 8 PROSECUTION AND PROGRESS

07-15-16

**Replace the table in the 3rd paragraph of section 8-1.10A with:**

07-15-16

**Liquidated Damages**

| Total bid | | Liquidated damages per day |
|---|---|---|
| From over | To | |
| $0 | $60,000 | $1,400 |
| $60,000 | $200,000 | $2,900 |
| $200,000 | $500,000 | $3,200 |
| $500,000 | $1,000,000 | $3,500 |
| $1,000,000 | $2,000,000 | $4,000 |
| $2,000,000 | $5,000,000 | $4,800 |
| $5,000,000 | $10,000,000 | $6,800 |
| $10,000,000 | $20,000,000 | $10,000 |
| $20,000,000 | $50,000,000 | $13,500 |
| $50,000,000 | $100,000,000 | $19,200 |
| $100,000,000 | $250,000,000 | $25,300 |

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

## 9 PAYMENT

01-15-16

**Replace *may withhold* in the 1st paragraph of section 9-1.16E(4) with:**

01-15-16

withholds

^^^^^^^^^^^^^^^^^^^

If maintaining existing traffic management system elements during construction is not shown on the Bid Item List and an existing system element is discovered during the work, notify the Engineer. The Engineer orders a pre- and postconstruction operational status check of the discovered elements. The status check of the discovered elements is change order work.

Conduct the status check with the Engineer and an electrical representative from the traffic operations office of the district in which the work is located. The Department provides you a list of the preconstruction operational status-check results, including:

1. Existing traffic management system elements and their locations within the project limits
2. Fully functioning elements
3. Nonoperational elements

Before Contract acceptance, conduct a postconstruction operational status check of all elements shown on the list with the Engineer and an electrical representative from the traffic operations office of the district in which the work is located.

**Replace 10-3 of section 10 with:**

04-15-16

**10-2–10-3 RESERVED**

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 12 TEMPORARY TRAFFIC CONTROL

07-15-16

**Replace section 12-3.32 with:**

04-15-16

### 12-3.32 PORTABLE CHANGEABLE MESSAGE SIGNS

#### 12-3.32A General

#### 12-3.32A(1) Summary

Section 12-3.32A includes specifications for placing portable changeable message signs.

#### 12-3.32A(2) Definitions

Reserved

#### 12-3.32A(3) Submittals

If requested, submit a certificate of compliance for each PCMS.

Submit your cell phone number before starting the first activity that requires a PCMS.

#### 12-3.32A(4) Quality Assurance

Reserved

#### 12-3.32B Materials

Each PCMS must have a message board, controller unit, power supply, and a structural support system. The unit must be assembled to form a complete self-contained PCMS that can be delivered to the job site and placed into immediate operation. The sign unit must be capable of operating at an ambient air temperature from -4 to 158 degrees F and must be unaffected by mobile radio transmissions other than those required to control the PCMS.

A PCMS must be permanently mounted on a trailer, truck bed, or truck cab under the manufacturer's instructions. The PCMS must be securely mounted on the support vehicle such that it remains attached during any impact to the vehicle. If it is mounted on a trailer, the trailer must be capable of being leveled and plumbed.

A minimum of 3 feet of retroreflective material must be permanently affixed on all 4 sides of the trailer. The retroreflective material need not be continuous but must be visible on the same plane.

The sign panel must be capable of displaying a 3-line message with at least 7 characters per line. The characters must be at least 18 inches in height where the useable shoulder area is at least 15 feet wide. To prevent encroachment onto the traveled way where the useable shoulder area is less than 15 feet wide, you may use a smaller message panel with at least 12-inch-high characters.

The message displayed on the sign must be visible from a distance of 1,500 feet and legible from a distance of 750 feet at noon on a cloudless day and during the night by persons with 20/20 vision or vision corrected to 20/20.

The characters on a sign panel may be 10 inches in height if:

1. PCMS is mounted on a service patrol truck or other incident response vehicle or used for traffic control operations on a highway facility where the posted speed limit is less than 40 mph
2. Message is legible from a distance of at least 650 feet at noon on a cloudless day and during the night by persons with 20/20 vision or vision corrected to 20/20

A matrix sign must provide a complete alphanumeric selection.

A PCMS must automatically adjust its brightness under varying light conditions to maintain the legibility of the message. The sign must be equipped with an automatic-dimming mode that automatically compensates for the influence of temporary light sources or abnormal lighting conditions. The sign must have 3 or more manual dimming modes of different intensities.

During the hours of darkness, a matrix sign not using lamps must be either internally or externally illuminated.

The controller must be an all solid-state unit containing the necessary circuitry for the storage of at least 5 preprogrammed messages. The controller must be installed at a location that allows the operator to perform all functions from a single position. The controller must have a keyboard entry system that allows the operator to generate an infinite number of additional messages in addition to the preprogrammed stored messages. The keyboard must be equipped with a security lockout feature to prevent unauthorized use of the controller.

The controller must have:

1. Nonvolatile memory that stores keyboard-created messages during periods when the power is not activated
2. Variable display rate that allows the operator to match the information display to the speed of approaching traffic
3. Screen upon which messages may be reviewed before being displayed on the sign

The flashing-off time must be adjustable from within the control cabinet.

### 12-3.32C Construction

Place a PCMS as far from the traveled way as practicable where it is legible to approaching traffic without encroaching on the traveled way. Where the vertical roadway curvature restricts the sight distance of approaching traffic, place the sign on or before the crest of the curvature where it is most visible to the approaching traffic. Where the horizontal roadway curvature restricts the sight distance of approaching traffic, place the sign at or before the curve where it is most visible to approaching traffic. Where practicable, place the sign behind guardrail or Type K temporary railing.

Make a taper consisting of 9 traffic cones placed 25 feet apart to delineate the location of a PCMS except where the sign is placed behind guardrail or Type K temporary railing.

When in full operation, the bottom of a sign must be at least 7 feet above the roadway in areas where pedestrians are anticipated and 5 feet above the roadway elsewhere, and the top of the sign must be not more than 14.5 feet above the roadway.

Operate the PCMS under the manufacturer's instructions.

Keep the PCMS clean to provide maximum visibility.

If multiple signs are needed, place each sign on the same side of the road at least 1,000 feet apart on freeways and expressways and at least 500 feet apart on other types of highways.

If more than one PCMS is simultaneously visible to traffic, only 1 sign may display a sequential message at any time. Do not use dynamic message displays, such as animation, rapid flashing, dissolving, exploding, scrolling, horizontal movement, or vertical movement of messages. The message must be centered within each line of the display.

You may use an additional PCMS if more than 2 phases are needed to display a message.

Display only messages shown or ordered.

Repeat the entire message continuously in not more than 2 phases of at least 3 seconds per phase. The sum of the display times for both of the phases must be a maximum of 8 seconds. If more than 2 phases are needed to display a message, use an additional PCMS.

You must be available by cell phone during activities that require a sign. Be prepared to immediately change the displayed message if ordered. You may operate the sign with a 24-hour timer control or remote control if authorized.

After the initial placement, move a sign from location to location as ordered.

When a PCMS is not in use, move it to an area at least 15 feet from the edge of the traveled way or remove it from the job site away from traffic.

**12-3.32D Payment**

Not Used

**Add between the 1st sentence and 2nd sentences in the 1st paragraph of section 12-4.02A(3)(a):**

07-15-16

For a project in District 7, submit the request at least 15 days before the proposed closure date.

**Replace section 12-4.02C(2) with:**

01-15-16

**12-4.02C(2) Lane Closure System**

**12-4.02C(2)(a) General**

The Department provides LCS training. Request the LCS training at least 30 days before submitting the 1st closure request. The Department provides the training within 15 days after your request.

LCS training is web-based or held at a time and location agreed upon by you and the Engineer. For web-based training, the Engineer provides you the website address to access the training.

With 5 business days after completion of the training, the Department provides LCS accounts and user IDs to your assigned, trained representatives.

Each representative must maintain a unique password and current user information in the LCS.

04-15-16

The project is not accessible in LCS after Contract acceptance.

01-15-16

**12-4.02C(2)(b) Status Updates for Authorized Closures**

Update the status of authorized closures using the LCS Mobile web page.

For a stationary closure, use code:

1. 10-97 immediately before you place the 1st advance warning sign
2. 10-98 immediately after you remove all of the advance warning signs

For a moving closure, use code:

1. 10-97 immediately before the actual start time of the closure
2. 10-98 immediately after the actual end time of the closure

Cancel an authorized closure by using code 10-22 within 2 hours after the authorized start time.

If you are unable to access the LCS Mobile web page, immediately notify the Engineer of the closure's status.

**Replace the 1st sentence in the 3rd paragraph of section 12-6.03A with:**

07-15-16

When the Engineer determines the temporary pavement delineation is no longer required for the direction of traffic, remove the temporary pavement delineation, including any underlying adhesive for temporary pavement markers, from the final layer of surfacing and from the pavement to remain in place.

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

## 13 WATER POLLUTION CONTROL

09-02-16

**Replace *General Industrial Permit* in the 2nd item in the list in the paragraph of section 13-1.01C(3) with:**

05-06-16

Industrial General Permit

**Replace the 2nd paragraph of section 13-1.01D(2) with:**

05-06-16

Discharges from manufacturing facilities, such as batch plants and crushing plants, must comply with the discharge requirements in the NPDES General Permit for Storm Water Discharges Associated with Industrial Activities; Order No. 2014-0057-DWQ, CAS000001 (Industrial General Permit), issued by the SWRCB. For the Industrial General Permit, go to the SWRCB website.

**Replace *General Industrial Permit* in the 3rd paragraph of section 13-1.01D(2) with:**

05-06-16

Industrial General Permit

**Replace the 2nd paragraph of section 13-3.01D(2) with:**

09-02-16

For a project in the Lake Tahoe Hydrologic Unit, discharges of stormwater from the project must comply with the NPDES General Permit for General Waste Discharge Requirements and National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction Activity in the Lake Tahoe Hydrologic Unit, Counties of Alpine, El Dorado, and Placer, (Order No. R6T-2016-0010 and NPDES No. CAG616002). You may view the General Permit for the Lake Tahoe Hydrologic Unit at the Construction Storm Water Program page of the SWRCB website.

**Replace the 2nd paragraph of section 13-8.01D(2) with:**

09-02-16

For a project within the Lake Tahoe Hydrologic Unit, the design, installation, operation, and monitoring of the temporary ATS and monitoring of the treated effluent must comply with Attachment E of the NPDES General Permit for General Waste Discharge Requirements and National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction Activity in the Lake Tahoe Hydrologic Unit, Counties of Alpine, El Dorado, and Placer, (Order No. R6T-2016-0010 and NPDES No. CAG616002). You may view the General Permit for the Lake Tahoe Hydrologic Unit at the Construction Storm Water Program page of the SWRCB website.

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## 16 TEMPORARY FACILITIES

04-15-16

**Add between the 1st and 2nd sentences of section 16-2.03A(1):**

04-15-16

Constructing a high-visibility fence includes the installation of any signs specified in the special provisions.

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**Replace the 3rd paragraph of section 20-2.05B with:**

07-15-16

The impeller must be glass reinforced nylon on a tungsten carbide shaft.

**Replace *86* in the 2nd paragraph of section 20-2.06C with:**

04-15-16

87

**Replace section 20-2.07B(5) with:**

04-15-16

**20-2.07B(5) PVC Pipe Conduit Sleeve**

PVC pipe conduit sleeves must be schedule 40 complying with ASTM D1785.

Fittings must be schedule 80.

**Replace section 20-2.07C(3) with:**

04-15-16

**20-2.07C(3) PVC Pipe Conduit Sleeve**

Where PVC pipe conduit sleeves 2 inches or less in outside diameter is installed under surfacing, you may install by directional boring under section 20-2.07C(2)(b).

For sleeves 2 inches or less in diameter, the top of the conduit must be a minimum of 18 inches below surfacing.

Extend sleeves 6 inches beyond surfacing. Cap ends of conduit until used.

**Replace sections 20-2.09B and 20-2.09C with:**

07-15-16

**20-2.09B Materials**

**20-2.09B(1) General**

Swing joints must match the inlet connection size of the riser.

Where shown, a sprinkler assembly must include a check valve.

Threaded nipples for swing joints and risers must be schedule 80, PVC 1120 or PVC 1220 pipe, and comply with ASTM D1785. Risers for sprinkler assemblies must be UV resistant.

Fittings for sprinkler assemblies must be injection-molded PVC, schedule 40, and comply with ASTM D2466.

Flexible hose for sprinkler assemblies must be leak-free, non-rigid and comply with ASTM D2287, cell Type 6564500. The hose must comply with ASTM D2122 and have the thickness shown in the following table:

| Nominal hose diameter (inch) | Minimum wall thickness (inch) |
|---|---|
| 1/2 | 0.127 |
| 3/4 | 0.154 |
| 1 | 0.179 |

Solvent cement and fittings for flexible hose must comply with section 20-2.08B(5).

### 20-2.09B(2) Pop-Up Sprinkler Assemblies

Each pop-up sprinkler assembly must include a body, nozzle, swing joint, pressure reducing device, fittings, and sprinkler protector where shown.

### 20-2.09B(3) Riser Sprinkler Assemblies

Each riser sprinkler assembly must include a body, flexible hose, threaded nipple, nozzle, swing joint (except for a Type V riser), pressure reducing device, fittings, and riser support where shown.

### 20-2.09B(4) Tree Well Sprinkler Assemblies

Each tree well sprinkler assembly must include a threaded nipple, nozzle, swing joint, fittings, perforated drainpipe, and drain grate.

The perforated drainpipe must be commercial-grade, rigid PVC pipe with holes spaced not more than 6 inches on center on 1 side of the pipe.

The drain grate must be a commercially-available, 1-piece, injection-molded grate manufactured from structural foam polyolefins with UV light inhibitors. Drain grate must be black.

Gravel for filling the drainpipe must be graded such that 100 percent passes the 3/4-inch sieve and 100 percent is retained on the 1/2-inch sieve. The gravel must be clean, washed, dry, and free from clay or organic material.

### 20-2.09C Construction

Where shown, install a flow shut-off device under the manufacturer's instructions, unless you use equipment with a preinstalled flow shut-off device.

Where shown, install a pressure reducing device under the manufacturer's instructions, unless you use equipment with a preinstalled pressure reducing device.

Install pop-up and riser sprinkler assembly:

1. From 6-1/2 to 8 feet from curbs, dikes, and sidewalks
2. At least 10 feet from paved shoulders
3. At least 3 feet from fences and walls

If sprinkler assembly cannot be installed within these limits, the location will be determined by the Engineer.

Set sprinkler assembly riser on slopes perpendicular to the plane of the slope.

**Replace the paragraph of section 20-2.10B(3) with:**

07-15-16

Each check valve must be one of the following:

1. Schedule 80 PVC with a factory setting to withstand a minimum 7-foot head on risers
2. Class 200 PVC if used on a nonpressurized plastic irrigation supply line
3. Internal to the sprinkler body with a factory setting to withstand a minimum 7-foot head

**Replace the paragraph of section 20-2.10C(3) with:**

07-15-16

Install check valves as necessary to prevent low-head drainage.

**Replace the paragraphs of section 20-3.01B(10) with:**

07-15-16

Each plant stake for vines must be nominal 1 by 1 inch and 18 inches long.

Each plant stake for trees must be nominal 2 by 2 inches or nominal 2 inches in diameter and long enough to keep the tree in an upright position.

**Replace the paragraph of section 20-3.01B(11) with:**

07-15-16

Each plant tie for vines must be extruded vinyl-based tape, 1 inch wide and at least 8 mils thick.

Each plant tie for trees must be a (1) minimum 3/4-inch-wide, UV-resistant, flexible vinyl tie complying with ASTM D412 for tensile and elongation strength, or (2) lock-stitch, woven polypropylene with a minimum 900 lb tensile strength.

**Add between the 7th and 8th paragraphs of section 20-3.02C(3)(b):**

07-15-16

Spread the vine shoots and tie them with a plant tie to each stake above the crossing point.

**Replace the 8th paragraph of section 20-3.02C(3)(b) with:**

07-15-16

Tie trees to the stakes with 2 tree ties, 1 tie to each stake. Each tie must form a figure eight by crossing the tie between the tree and the stake. Install ties at the lowest position that will support the tree in an upright position. Install the ties such that they provide trunk flexibility but do not allow the trunk to rub against the stakes. Wrap each end of the tie 1-1/2 turns around the stake and securely tie or nail it to the stake.

**Replace the 1st paragraph of section 20-5.02C(1) with:**

07-15-16

Where edging is used to delineate the limits of inert ground cover or wood mulch areas, install the edging before installing the inert ground cover or wood mulch.

07-15-16

**Delete *AND MULCHES* in the heading of section 20-5.03.**

07-15-16

**Delete *and mulches* in the paragraph of section 20-5.03A(1)(a).**

**Replace the paragraph of section 20-5.03A(3)(a) with:**

07-15-16

Before installing inert ground cover, remove plants and weeds to the ground level.

07-15-16

**Delete *or mulch* at each occurrence in sections 20-5.03A(3)(c) and 20-5.03A(3)(d).**

**Replace section 20-5.03E with:**

07-15-16

**20-5.03E Reserved**

**Replace section 20-5.04 with:**

07-15-16

**20-5.04 WOOD MULCH**

**20-5.04A General**

**20-5.04A(1) Summary**

Section 20-5.04 includes specifications for placing wood mulch.

**20-5.04A(2) Definitions**

Reserved

**20-5.04A(3) Submittals**

Submit a certificate of compliance for wood mulch.

Submit a 2 cu ft mulch sample with the mulch source shown on the bag. Obtain authorization before delivering the mulch to the job site.

**20-5.04A(4) Quality Assurance**

Reserved

**20-5.04B Materials**

**20-5.04B(1) General**

Mulch must not contain more than 0.1 percent of deleterious materials such as rocks, glass, plastics, metals, clods, weeds, weed seeds, coarse objects, sticks larger than the specified particle size, salts, paint, petroleum products, pesticides or chemical residues harmful to plant or animal life.

**20-5.04B(2) Tree Bark Mulch**

Tree bark mulch must be derived from cedar, Douglas fir, or redwood species.

The mulch must be ground such that at least 95 percent of the material by volume is less than 2 inches long in any dimension and no more than 30 percent by volume is less than 1 inch long in any dimension.

**20-5.04B(3) Wood Chip Mulch**

Wood chip mulch must:

1. Be derived from clean wood
2. Not contain leaves or small twigs
3. Contain at least 95 percent by volume of wood chips with a width and thickness from 1/16 to 3/8 inch and a length from 1/2 to 3 inches

**20-5.04B(4) Shredded Bark Mulch**

Shredded bark mulch must:

1. Be derived from trees
2. Be a blend of loose, long, thin wood, or bark pieces
3. Contain at least 95 percent by volume of wood strands with a width and thickness from 1/8 to 1-1/2 inches and a length from 2 to 8 inches

**20-5.04B(5) Tree Trimming Mulch**

Tree trimming mulch must:

1. Be derived from chipped trees and may contain leaves and small twigs
2. Contain at least 95 percent by volume of material less than 3 inches long for any dimension and not more than 30 percent by volume of material less than 1 inch long for any dimension

**20-5.04B(6)–20-5.04B(11) Reserved**

**20-5.04C Construction**

Before placing wood mulch, remove plants and weeds to the ground level.

Maintain the planned flow lines, slope gradients, and contours of the job site. Grade the subgrade to a smooth and uniform surface.

Place mulch after the plants have been planted.

Place mulch in the plant basin at the rate described. Mulch must not come in contact with the plant crown and stem.

Place mulch as shown in areas outside of plant basins to a uniform thickness.

Spread mulch from the outside edge of the plant basin to the adjacent edges of shoulders, paving, retaining walls, dikes, edging, curbs, sidewalks, walls, fences, and existing plantings. If the plant is 12 feet or more from the adjacent edges of any of these elements, spread the mulch 6 feet beyond the outside edge of the plant basin.

Do not place mulch within 4 feet of:

1. Flow line of earthen drainage ditches
2. Edge of paved ditches
3. Drainage flow lines

**20-5.04D Payment**

The payment quantity for wood mulch is the volume measured in the vehicle at the point of delivery.

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

## 21 EROSION CONTROL

07-15-16

**Add between *tube* and *12* in the 1st paragraph of section 21-2.02Q:**

07-15-16

8 or

^^^^^^^^^^^^^^^^^^^

### 23-1.01D Quality Assurance

### 23-1.01D(1) General

### 23-1.01D(1)(a) General

Take samples under California Test 125.

### 23-1.01D(1)(b) Test Result Disputes

You and the Engineer must work together to avoid potential conflicts and to resolve disputes regarding test result discrepancies. Notify the Engineer within 5 business days of receiving the test result if you dispute the test result.

If you or the Engineer dispute each other's test results, submit your test results and copies of paperwork including worksheets used to determine the disputed test results. An independent third party performs referee testing. Before the independent third party participates in a dispute resolution, it must be qualified under AASHTO Materials Reference Laboratory program and the Department's Independent Assurance Program. The independent third party must have no prior direct involvement with this Contract. By mutual agreement, the independent third party is chosen from:

1. Department laboratory in a district or region not in the district or region the project is located
2. Transportation Laboratory
3. Laboratory not currently employed by you or your material producer

If split acceptance samples are not available, the independent third party uses any available material representing the disputed material for evaluation.

If the independent third party determines the Department's test results are valid, the Engineer deducts the independent third party testing costs from payments. If the independent third party determines your test results are valid, the Department pays the independent third party testing costs.

### 23-1.01D(2) Quality Control

### 23-1.01D(2)(a) General

Provide a QC manager when the quantity of subbase or base is as shown in the following table:

**QC Manager Requirements**

| Subbase or base | Requirement |
|---|---|
| Stabilized soil (sq yd) | ≥ 20,000 |
| Aggregate subbases (cu yd) | ≥ 20,000 |
| Aggregate bases (cu yd) | ≥ 20,000 |
| CTB (cu yd) | ≥ 10,000 |
| Lean concrete base (cu yd) | ≥ 2,000 |
| Rapid strength concrete base (cu yd) | ≥ 1,000 |
| Lean concrete base rapid setting (cu yd) | ≥ 1,000 |
| Concrete base (cu yd) | ≥ 1,000 |
| Treated permeable bases (cu yd) | ≥ 2,000 |
| Reclaimed pavements (sq yd) | ≥ 10,000 |

Provide a testing laboratory to perform quality control tests. Maintain sampling and testing equipment in proper working condition.

You are not entitled to compensation for the suspension of work resulting from noncompliance with quality control requirements, including those identified within the QC plan.

### 23-1.01D(2)(b) Quality Control Plan

The QC plan must describe the organization and procedures used to:

1. Control the production process
2. Determine if a change to the production process is needed
3. Implement a change

The QC plan must include action and suspension limits and details of corrective action to be taken if any process is outside of those limits. Suspension limits must not exceed specified acceptance criteria.

The QC plan must describe how test results will be submitted including times for sampling and testing for each quality characteristic.

**23-1.01D(2)(c) Qualifications**

Testing laboratories and testing equipment must comply with the Department's Independent Assurance Program.

Personnel performing sampling and testing must be qualified under the Department's Independent Assurance Program for the sampling and testing performed.

**23-1.01D(3) Department Acceptance**

Reserved

**23-1.02 MATERIALS**

Not Used

**23-1.03 CONSTRUCTION**

Not Used

**23-1.04 PAYMENT**

Not Used

**23-2–23-7 RESERVED**

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 24 STABILIZED SOILS

07-15-16

**Add to section 24-1.01C(1):**

07-15-16

Submit a stabilized soil quality control plan.

**Add to section 24-1.01D(1):**

07-15-16

Construct test pads for compaction tests by scraping away material to the depth ordered. If a compaction test fails, corrective action must include the layers of material already placed above the test pad elevation.

**Replace section 24-1.01D(2) with:**

07-15-16

**24-1.01D(2) Quality Control**

**24-1.01D(2)(a) General**

Reserved

**24-1.01D(2)(b) Quality Control Plan**

Reserved

**24-1.01D(2)(c) Qualifications**

Reserved

**24-1.01D(2)(d) Preparing Basement Material**

After preparing an area for soil stabilization, verify the surface grades.

**24-1.01D(2)(e) Mixing**

Except for clods larger than 1 inch, randomly test the adequacy of the mixing with a phenolphthalein pH indicator solution.

**Replace the 1st paragraph of section 24-1.03C with:**

07-15-16

The Engineer orders the application rate as pounds of stabilizing agent per square yard of basement material to be stabilized.

07-15-16

**Delete section 24-2.01D(1)(c)**

**Replace *250* in the 2nd sentence in the 2nd paragraph of section 24-2.01D(2)(c) with:**

07-15-16

500

**Add to section 24-2.01D(2):**

07-15-16

**24-2.01D(2)(d) Quality Control Testing**

Lime stabilized soil quality control must include testing the quality characteristics at the frequencies shown in the following table:

**QC Testing Frequencies**

| Quality characteristic | Test method | Sampling location | Minimum frequency |
|---|---|---|---|
| Ground surface temperature before adding lime and full depth ground temperature during mixing operations | -- | Each temperature location | 1 test per 20,000 sq ft, minimum 1 per day |
| Lime application rate | Calibrated tray or equal | Roadway | 1 test per 40,000 sq ft, minimum 2 per day |
| Gradation on mixed material | California Test 202 | Roadway | 1 per 500 cu yd, minimum 1 per day |
| Moisture content | California Test 226 | Roadway | 1 per 500 cu yd on each layer, each day during mixing and mellowing periods, minimum 1 per day |
| Relative compaction | California Test 231 | Roadway | 1 per 500 cu yd on each layer, minimum 1 per day |

^^^

# 25 AGGREGATE SUBBASES

07-15-16

**Replace *Reserved* in section 25-1.01C with:**

07-15-16

Submit an aggregate subbase QC plan.

**Replace *Reserved* in section 25-1.01D(2) with:**

07-15-16

**25-1.01D(2)(a) General**

Reserved

**25-1.01D(2)(b) Quality Control Plan**

Reserved

**25-1.01D(2)(c) Qualifications**

Reserved

**25-1.01D(2)(d) Quality Control Testing**

AS quality control must include testing the quality characteristics at the frequencies shown in the following table:

**QC Testing Frequencies**

| Quality characteristic | Test method | Sampling location | Minimum frequency |
|---|---|---|---|
| R-value | California Test 301 | Stockpiles, transportation units, windrows, or roadways | 1 test before beginning work and every 2000 cu yd thereafter[a] |
| Aggregate gradation | California Test 202 | Stockpiles, transportation units, windrows, or roadways | 1 per 500 cu yd but at least one per day of placement |
| Sand equivalent | California Test 217 | Stockpiles, transportation units, windrows, or roadways | |
| Relative compaction | California Test 231 | Roadway | 1 per 500 sq yd on each layer |

[a]Additional R-value frequency testing will not be required when the average of 4 consecutive sand equivalent tests is 4 or more above the specified operating range value.

**Add between the 2nd and 3rd paragraphs of section 25-1.01D(3):**

07-15-16

The Engineer takes aggregate subbase samples for R-value, aggregate gradation, and sand equivalent from any of the following locations:

1. Windrow
2. Roadway

07-15-16

**Delete *for each noncompliant test result* in the 4th paragraph of section 25-1.01D(3).**

07-15-16

**Delete *a* in the 5th paragraph of section 25-1.01D(3).**

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 26 AGGREGATE BASES

07-15-16

**Replace *Reserved* in section 26-1.01C with:**

07-15-16

Submit an aggregate base QC plan.

**Replace *Reserved* in section 26-1.01D(1) with:**

07-15-16

Aggregate samples must not be treated with lime, cement, or chemicals before testing for durability index. Aggregate from untreated reclaimed processed AC, PCC, LCB, or CTB is not considered treated.

**Replace *Reserved* in section 26-1.01D(2) with:**

07-15-16

**26-1.01D(2)(a) General**

Reserved

**26-1.01D(2)(b) Quality Control Plan**

Reserved

**26-1.01D(2)(c) Qualifications**

Reserved

**26-1.01D(2)(d) Quality Control Testing**

AB quality control must include testing the quality characteristics at the frequencies shown in the following table:

**QC Testing Frequencies**

| Quality characteristic | Test method | Sampling location | Minimum frequency |
|---|---|---|---|
| R-value | California Test 301 | Stockpiles, transportation units, windrows, or roadways | 1 test before starting work and every 2,000 cu yd thereafter[a] |
| Aggregate gradation | California Test 202 | Stockpiles, transportation units, windrows, or roadways | 1 per 500 cu yd but at least one per day of placement |
| Sand equivalent | California Test 217 | Stockpiles, transportation units, windrows, or roadways | |
| Durability index[b] | California Test 229 | Stockpiles, transportation units, windrows, or roadways | 1 per project |
| Relative compaction | California Test 231 | Roadway | 1 per 500 sq yd on each layer |

[a]Additional R-value frequency testing will not be required when the average of 4 consecutive sand equivalent tests is 29 or greater for Class 2 AB or 25 or greater for Class 3 AB.
[b]Applies if section 26-1.02 contains an applicable requirement for durability index

**Add between *requirements,* and *and* in the 1st paragraph of section 26-1.01D(3):**

07-15-16

durability,

**Add between the 2nd and 3rd paragraphs of section 26-1.01D(3):**

07-15-16

The Engineer takes aggregate base samples for R-value, aggregate gradation, sand equivalent, and durability index from any of the following locations:

1. Windrow
2. Roadway

07-15-16

**Delete the 3rd paragraph of section 26-1.01D(3).**

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

## 27 CEMENT TREATED BASES

07-15-16

**Add to section 27-1.01C:**

07-15-16

Submit cement treated base QC plan.

**Replace the headings and paragraphs in section 27-1.01D with:**

07-15-16

## 27-1.01D Quality Assurance

### 27-1.01D(1) General

After the CTB has been spread on the subgrade and before initial compaction, the cement content of the completed mixture of CTB must not vary from the specified cement content by more than 0.6 percent of the weight of the dry aggregate when tested under California Test 338.

For Class A CTB, compaction is tested under California Test 312 or 231.

The relative compaction of CTB must be at least 95 percent. Each layer of CTB may be tested for compaction, or all layers may be tested together at the option the Engineer. If all layers are tested together, you are not relieved of the responsibility to achieve the required compaction in each layer placed.

#### 27-1.01D(1)(a) Aggregate

When tested under California Test 301, aggregate for Class B CTB must have (1) an R-value of at least 60 before mixing with cement and (2) an R-value of at least 80 when aggregate is mixed with an amount of cement that does not exceed 2.5 percent by weight of the dry aggregate.

Before sand equivalent testing, aggregate samples must not be treated with lime, cement, or chemicals.

If the aggregate gradation test results, the sand equivalent test results, or both comply with contract compliance requirements but not operating range requirements, you may continue placing CTB for the remainder of the work day. Do not place additional CTB until you demonstrate to the Engineer that the CTB to be placed complies with the operating range requirements.

If the aggregate gradation test results, sand equivalent test results, or both do not comply with contract compliance requirements, remove the CTB or request a payment deduction. If your request is authorized, $2.50/cu yd is deducted. If CTB is paid for by weight, the Engineer converts tons to cubic yards for the purpose of reducing payment for noncompliant CTB left in place. An aggregate gradation and a sand equivalent test represents up to (1) 500 cu yd or (2) 1 day's production if less than 500 cu yd.

#### 27-1.01D(1)(b) Road-Mixed Cement Treated Base Moisture Content

Just before initial compaction the moisture content of the completed mixture must be at least the optimum moisture content less 1 percent. The moisture content is determined under California Test 226 and optimum moisture content is determined under California Test 312.

#### 27-1.01D(1)(c) Plant-Mixed Cement Treated Base Moisture Content

At the point of delivery to the work, the moisture content of the completed mixture must be at least the optimum moisture content less 1 percent. The moisture content is determined under California Test 226 and optimum moisture content under California Test 312.

### 27-1.01D(2) Quality Control

#### 27-1.01D(2)(a) General

Reserved

#### 27-1.01D(2)(b) Quality Control Plan

Reserved

#### 27-1.01D(2)(c) Qualifications

Reserved

#### 27-1.01D(2)(d) Quality Control Testing

CTB quality control must include testing the quality characteristics at the frequencies shown in the following table:

**QC Testing Frequencies**

| Quality characteristic | Test method | Sampling location | Minimum frequency |
|---|---|---|---|
| Aggregate gradation | California Test 202 modified | Stockpiles, plant, transportation units, windrow, or roadway | 1 per 500 cu yd but at least one per day of placement |
| Sand equivalent | California Test 217 | Stockpiles, plant, transportation units, windrow, or roadway | |
| R-value[a] | California Test 301 | Stockpiles, plant, transportation units, windrows, or roadway | 1 test before starting work and every 2000 cu yd thereafter[b] |
| Optimum moisture content | California Test 312 | Plant, transportation units, windrow, or roadway | 1 per day of placement |
| Moisture content | California Test 226 | Roadway | 1 per 500 cu yd but at least one per day of placement |
| Cement content | California Test 338 | Windrows or roadway | 1 per 1000 cu yd but at least one per day of placement |
| Relative compaction | California Test 312 or 231 | Roadway | 1 per 2000 sq yd but at least one per day of placement |
| Compressive strength[c] | California Test 312 | Windrow or roadways | 1 per day of placement |

[a]R-value is required for Class B CTB only
[b]Additional R-value frequency testing will not be required while the average of 4 consecutive sand equivalent tests is 4 or more above the specified operating range value.
[c]Compressive strength is required for Class A CTB only when specified

### 27-1.01D(3) Department Acceptance

The Department's acceptance testing includes testing the CTB quality characteristics shown in the following table:

**CTB Requirements for Acceptance**

| Quality characteristic | Test method |
|---|---|
| Aggregate gradation | California Test 202 modified |
| Sand equivalent | California Test 217 |
| R-value[a] | California Test 301 |
| Optimum moisture content | California Test 312 |
| Moisture content | California Test 226 |
| Cement content | California Test 338 |
| Relative compaction | California Test 312 or 231 |
| Compressive strength[b] | California Test 312 |

[a]R-value is required for Class B CTB only
[b]Compressive strength is required for Class A CTB only when specified

The Engineer takes samples for aggregate gradation and sand equivalent from any of the following locations:

1. Plant
2. Truck
3. Windrow, for road-mixed only
4. Roadbed, for road-mixed only

**Add to section 27-1.02:**

07-15-16

Water must comply with section 90-1.02D.

**Add to section 27-1.03F:**

07-15-16

The relative compaction of CTB must be at least 95 percent.

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 28 CONCRETE BASES

07-15-16

**Replace the headings and paragraphs in section 28-1.01D with:**

07-15-16

### 28-1.01D Quality Assurance

#### 28-1.01D(1) General

Aggregate samples must not be treated with lime, cement, or chemicals before testing for sand equivalent.

Stop concrete base activities and immediately notify the Engineer whenever:

1. Any QC or QA test result does not comply with the specifications
2. Visual inspection shows a noncompliant concrete base

If concrete base activities are stopped, before resuming activities:

1. Notify the Engineer of the adjustments you will make
2. Remedy or replace the noncompliant concrete base
3. Field qualify or construct a new test strip as specified for the concrete base involved to demonstrate compliance with the specifications
4. Obtain authorization

#### 28-1.01D(2) Quality Control

##### 28-1.01D(2)(a) General

Reserved

##### 28-1.01D(2)(b) Quality Control Plan

Reserved

##### 28-1.01D(2)(c) Qualifications

Reserved

#### 28-1.01D(3) Department Acceptance

Reserved

**Add to section 28-2.01C(1):**

07-15-16

Submit a lean concrete base QC plan.

**Replace the headings and paragraphs in section 28-2.01D with:**

07-15-16

## 28-2.01D Quality Assurance

### 28-2.01D(1) General

#### 28-2.01D(1)(a) General

The molds for compressive strength testing under ASTM C31 or ASTM C192 must be 6 by 12 inches.

If the aggregate gradation test results, sand equivalent test results or both comply with the contract compliance requirements but not the operating range requirements, you may continue placing LCB for the remainder of the work day. Do not place additional LCB until you demonstrate the LCB to be placed complies with the operating range requirements.

#### 28-2.01D(1)(b) Qualifications

Field qualification tests and calculations must be performed by an ACI certified "Concrete Laboratory Technician, Grade I.

#### 28-2.01D(1)(c) Aggregate Qualification Testing

Qualify the aggregate for each proposed aggregate source and gradation. The qualification tests include (1) a sand equivalent and (2) an average 7-day compressive strength under ASTM C39 of 3 cylinders manufactured under ASTM C192 except cure cylinders in molds without lids after initial curing.

For the compressive strength test, the cement content for each cylinder must be 300 lb/cu yd. The 7-day average compressive strength must be at least 610 psi. The cement must be Type II portland cement.

LCB must have from 3 to 4 percent air content during aggregate qualification testing.

#### 28-2.01D(1)(d) Field Qualification Testing

Before placing LCB, you must perform field qualification testing and obtain authorization for each mix design. Retest and obtain authorization for changes to the authorized mix designs.

Notify the Engineer at least 5 business days before field qualification. Perform the field qualification at the job site or an authorized location.

Field qualification testing includes tests for compressive strength, air content, and penetration or slump.

For compressive strength field qualification testing:

1. Prepare 12 cylinders under ASTM C31 except final cure cylinders in molds without lids from a single batch.
2. Perform 3 tests; each test consists of determining the average compressive strength of 2 cylinders at 7 days under ASTM C39. The average compressive strength for each test must be at least 530 psi

If you submitted a notice to produce LCB qualifying for a transverse contraction joint waiver, manufacture additional specimens and test the LCB for compressive strength at 3 days. Prepare the compressive strength cylinders under ASTM C31 except final cure cylinders in molds without lids at the same time using the same material and procedures as the 7-day compressive strength cylinders except do not submit 6 additional test cylinders. The average 3-day compressive strength for each test must be not more than 500 psi.

### 28-2.01D(2) Quality Control

#### 28-2.01D(2)(a) General

Reserved

#### 28-2.01D(2)(b) Quality Control Manager

Reserved

#### 28-2.01D(2)(c) Quality Control Testing

Test the LCB under the test methods and at the locations and frequencies shown in the following table:

**LCB Sampling Location and Testing Frequencies**

| Quality characteristic | Test method | Sampling location | Minimum sampling and testing frequency |
|---|---|---|---|
| Sand equivalent | ASTM D2419 | Source | 1 per 500 cubic yards but at least 1 per day of production |
| Aggregate gradation | ASTM C136 | | |
| Air content | ASTM C231 | Job site | |
| Penetration[a] | ASTM C360 | | |
| Slump[a] | ASTM C143 | | |
| Compressive strength | ASTM C39 [b] | | |

[a]Test for either penetration or slump
[b]Prepare cylinders under ASTM C31 except final cure cylinders in molds without lids.

**28-2.01D(3) Department Acceptance**

The Department accepts LCB based on compliance with the requirements shown in the following table:

**LCB Requirements for Acceptance**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Compressive strength (min, psi at 7 days) | ASTM C39 [a] | 530 [b] |

[a] Cylinders prepared under ASTM C31 except final cure cylinders in molds without lids.
[b] A compressive strength test represents up to (1) 1,000 cu yd or (2) 1 day's production if less than 1,000 cu yd.

**Replace *section 28-2.01D(4)* in item 3 of the 5th paragraph in section 28-2.03D with:**

07-15-16

section 28-2.01D(1)(c)

**Replace the 1st paragraph in section 28-2.03F with:**

07-15-16

After finishing LCB, cure LCB with pigmented curing compound under section 90-1.03B(3) and 40-1.03I. Apply curing compound:

1. In 2 separate applications
2. Before the atmospheric temperature falls below 40 degrees F
3. At a rate of 1 gal/150 sq ft for the first application
4. At a rate of 1 gal/200 sq ft for the second application

**Replace *Reserved* in section 28-3.01C(3) with:**

07-15-16

Submit a rapid strength concrete base QC plan.

**Replace the headings and paragraphs in section 28-3.01D with:**

07-15-16

**28-3.01D Quality Assurance**

**28-3.01D(1) General**

**28-3.01D(1)(a) General**

At the preconstruction meeting be prepared to discuss the project specifications and methods of performing each item of work. Items discussed must include the processes for:

1. Production

2. Transportation
3. Placement
4. QC plan, if specified in the special provisions
5. Contingency plan
6. QC sampling and testing
7. Acceptance criteria

Beams for modulus of rupture testing must be fabricated and tested under California Test 524. The beams may be fabricated using an internal vibrator under ASTM C31. For each test, 3 beam must be fabricated and the test results averaged. No single test represents more than that day's production or 130 cu yd, whichever is less.

For early age testing, beams must be cured so the monitored temperatures in the beams and the test strip are always within 5 degrees F. The internal temperatures of the RSC base and early age beams must be monitored and recorded at intervals of at least 5 minutes. Thermocouples or thermistors connected to strip-chart recorders or digital data loggers must be installed to monitor the temperatures. Temperature recording devices must be accurate to within ±2 degrees F. Until early age testing is completed, internal temperatures must be measured at 1 inch from the top, 1 inch from the bottom, and no closer than 3 inches from any edge.

For other age testing, beams must be cured under California Test 524 except beams must be placed into sand at a time that is the earlier of either from 5 to 10 times the final set time, or 24 hours.

RSC base must have an opening age modulus of rupture of not less than 400 psi and a 7-day modulus of rupture of not less than 600 psi.

**28-3.01D(1)(b) Preconstruction Meeting**

Reserved

**28-3.01D(1)(c) Test Strip**

Reserved

**28-3.01D(2) Quality Control**

**28-3.01D(2)(a) General**

Reserved

**28-3.01D(2)(b) Quality Control Manager**

Reserved

**28-3.01D(2)(c) Quality Control Testing**

Test the rapid strength concrete base under the test methods and at the locations and frequencies shown in the following table:

**Rapid Strength Concrete Base Sampling Location and Testing Frequencies**

| Quality characteristic | Test method | Sample Location | Minimum testing frequency[a] |
|---|---|---|---|
| Cleanness value | California Test 227 | Source | 1 per 500 cubic yards but at least 1 per shift |
| Sand equivalent | California Test 217 | | |
| Aggregate gradation | California Test 202 | | |
| Air content | California Test 504 | Job site | 1 per 130 cu yd but at least 1 per shift |
| Yield | California Test 518 | | 1 per shift |
| Slump or penetration | ASTM C143 or California Test 533 | | 1 per 2 hours of placement |
| Density | California Test 518 | | 1 per shift |
| Aggregate moisture meter calibration[b] | California Test 223 or California Test 226 | | 1 per shift |
| Modulus of rupture | California Test 524 | | 1 per 130 cu yd but at least 1 per shift |

[a]Test at the most frequent interval.
[b]Check calibration of the plant moisture meter by comparing moisture meter readings with California Test 223 or California Test 226 test results.

Notify the Engineer at least 2 business days before any sampling and testing. Submit testing results within 15 minutes of testing completion. Record inspection, sampling, and testing on the forms accepted with the QC plan and submit them within 48 hours of completion of each day of production and within 24 hours of 7-day modulus of rupture tests.

During the placement of RSC base, fabricate beams and test for the modulus of rupture:

1. At opening age
2. At 7 days after placing the first 30 cu yd
3. At least once every 130 cu yd
4. Within the final truckload

Opening age tests must be performed in the presence of the Engineer.

**28-3.01D(3) Department Acceptance**

The Department accepts RSC base based on compliance with the requirements shown in the following table:

**RSC Base Requirements for Acceptance**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Modulus of rupture (min, psi at 7 days) | California Test 524 | 600 |

The Engineer adjust payment for RSC base for the 7-day modulus of rupture as follows:

1. Payment for a base with a modulus of rupture of 600 psi or greater is not adjusted.
2. Payment for a base with a modulus of rupture of less than 600 and greater than or equal to 550 psi is reduced by 5 percent.
3. Payment for a base with a modulus of rupture of less than 550 and greater than or equal to 500 psi is reduced by 10 percent.
4. Payment for a base with a modulus of rupture of less than 500 psi is not adjusted and no payment is made. Remove and replace this base.

**Add to section 28-4.01C(1):**

07-15-16

Submit a lean concrete base rapid setting QC plan.

**Replace the headings and paragraphs in section 28-4.01D with:**

07-15-16

### 28-4.01D Quality Assurance

### 28-4.01D(1) General

#### 28-4.01D(1)(a) General

For compressive strength testing, prepare 6 cylinders under California Test 540. Test cylinders must be 6 by 12 inches. As an alternative to rodding, a vibrator may be used under California Test 524. Test cylinders under California Test 521 and perform 3 tests with each test consisting of 2 cylinders. The test result is the average from the 2 cylinders.

#### 28-4.01D(1)(b) Field Qualification

Before placing lean concrete base rapid setting, you must perform field qualification testing and obtain authorization for each mix design. Retest and obtain authorization for changes to authorized mixed designs.

Proposed mix designs must be field qualified before you place the base represented by those mix designs. The technician performing the field test must hold current ACI certification as a Concrete Field Testing Technician-Grade I.

Notify the Engineer at least 5 days before field qualification. Perform field qualification within the job site or a location authorized.

Field qualification testing includes compressive strength, air content, and penetration or slump in compliance with the table titled "Lean Concrete Base Rapid Setting Requirements."

Field qualification must comply with the following:

1. Test for compressive strength at opening age and 7 days of age
2. At opening age, the compressive strength for each test must be at least 180 psi and the average strength for the 3 tests must be at least 200 psi
3. At 7 days age, the compressive strength for each test must be at least 600 psi and the average strength for the 3 tests must be at least 725 psi

### 28-4.01D(2) Quality Control

#### 28-4.01D(2)(a) General

Reserved

#### 28-4.01D(2)(b) Quality Control Manager

Reserved

#### 28-4.01D(2)(c) Quality Control Testing

Test the base under the test methods and at the locations and frequencies shown in the following table:

**LCB Rapid Setting Sampling Location and Testing Frequencies**

| Quality characteristic | Test method | Sampling location | Minimum sampling and testing frequency |
|---|---|---|---|
| Sand equivalent | ASTM D2419 | Source | 1 per 500 cu yd, minimum 1 per day of production |
| Aggregate gradation | ASTM C136 | | |
| Air content | ASTM C231 | Job site | 1 per 4 hours of placement work, plus one in the last hour of placement work |
| Penetration[a] | ASTM C360 | | |
| Slump[a] | ASTM C143 | | |
| Compressive strength | California Test 521 | | |

[a]Test either penetration or slump

During placement of lean concrete base rapid setting, fabricate cylinders and test compressive strength for opening age and 7 days. Opening age tests must be performed in the presence of the Engineer.

**28-4.01D(3) Department Acceptance**

The Department accepts LCB rapid setting based on compliance with the requirement shown in the following table:

**LCB Rapid Setting Requirements for Acceptance**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Compressive strength (min, psi at 7 days) | California Test 521[a] | 725 |

[a]Cylinders made under California Test 540

**Replace the 2nd and 3rd paragraphs in section 28-4.03A with:**

07-15-16

Concrete paving operations with equipment not supported by the base may start before opening age. Do not open pavement for traffic before opening age of the LCB rapid setting.

Any other paving operations must start after the final set time of the base. The base must have a compressive strength of at least 450 psi under California Test 521 before:

1. Placing HMA
2. Placing other base material
3. Operating equipment on the base

**Replace *Reserved* in section 28-5.01C with:**

07-15-16

Submit a concrete base QC plan.

**Replace the headings and paragraphs in section 28-5.01D(2) with:**

07-15-16

**28-5.01D(2) Quality Control**

**28-5.01D(2)(a) General**

Reserved

**28-5.01D(2)(b) Quality Control Manager**

Reserved

**28-5.01D(2)(c) Quality Control Testing**

Test the concrete base under the test methods and at the locations and frequencies shown in the following table:

**Concrete Base Sampling Location and Testing Frequencies**

| Quality characteristic | Test method | Sample location | Minimum testing frequency[a] |
|---|---|---|---|
| Cleanness value | California Test 227 | Source | 1 per 500 cubic yards but at least 1 per shift |
| Sand equivalent | California Test 217 | | |
| Aggregate gradation | California Test 202 | | |
| Air content | California Test 504 | Job site | 1 per 500 cu yd but at least 1 per shift |
| Yield | California Test 518 | | 1 per shift |
| Slump or penetration | ASTM C143 or California Test 533 | | 1 per 2 hours of placement |
| Density | California Test 518 | | 1 per shift |
| Aggregate moisture meter calibration[b] | California Test 223 or California Test 226 | | 1 per shift |
| Modulus of rupture | California Test 524 | | 1 per 500 cu yd but at least 1 per shift |

[a]Test at the most frequent interval.
[b]Check calibration of the plant moisture meter by comparing moisture meter readings with California Test 223 or California Test 226 test results.

**28-5.01D(3) Department Acceptance**

The Department accepts a concrete base based on compliance with the requirements shown in the following table:

**Concrete Base Requirements for Acceptance**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Modulus of rupture (min, psi at 28 days) | California Test 523 | 570 |

Acceptance for the modulus of rupture is on a lot basis. The Department provides the molds and machines for the modulus of rupture acceptance testing. Provide any material and labor the Engineer may require for the testing.

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 29 TREATED PERMEABLE BASES

07-15-16

**Replace the headings and paragraphs in section 29-1.01 with:**

07-15-16

**29-1.01 GENERAL**

**29-1.01A Summary**

Section 29-1 includes general specifications for constructing treated permeable bases.

**29-1.01B Definitions**

Reserved

**29-1.01C Submittals**

Submit a treated permeable base quality control plan.

**29-1.01D Quality Assurance**

**29-1.01D(1) General**

Reserved

**29-1.01D(2) Quality Control**

**29-1.01D(2)(a) General**

Reserved

**29-1.01D(2)(b) Quality Control Plan**

Reserved

**29-1.01D(2)(c) Qualifications**

Reserved

**29-1.01D(3) Department Acceptance**

Reserved

**Replace the headings and paragraphs in section 29-2.01D with:**

07-15-16

**29-2.01D Quality Assurance**

**29-2.01D(1) General**

The Engineer determines the asphalt content of the asphalt mixture under California Test 382. The bitumen ratio, pounds of asphalt per 100 lb of dry aggregate, must not vary more than 0.5 lb of asphalt above or below the quantity designated by the Engineer. Samples used to determine the bitumen ratio are obtained from trucks at the plant or from the mat behind the paver before rolling. If the sample is taken from the mat behind the paver, the bitumen ratio must not be less than the quantity designated by the Engineer, less 0.7 lb of asphalt per 100 lb of dry aggregate.

**29-2.01D(2) Quality Control**

**29-2.01D(2)(a) General**

Reserved

**29-2.01D(2)(b) Quality Control Testing**

ATPB quality control must include testing the quality characteristics at the frequencies shown in the following table:

**QC Testing Frequencies**

| Quality characteristic | Test method | Sampling location | Minimum frequency |
|---|---|---|---|
| Gradation | California Test 202 | Stockpiles or plant | 1 for every 4 hours of production but at least one per day of placement |
| Cleanness value | California Test 227 | Stockpiles or plant | 1 for every 4 hours of production but at least one per day |
| Percentage of crushed particles | California Test 205 | Stockpiles or plant | 1 test before production and one every 5,000 cu yd thereafter |
| Los Angeles rattler loss at 500 rev | California Test 211 | Stockpiles or plant | 1 test before production and one every 5,000 cu yd thereafter |
| Film stripping | California Test 302 | Plant | 1 test before production and one every 5000 cu yd thereafter |
| Asphalt content of the asphalt mixture | California Test 382 | Plant, transportation units, windrows, or roadway | 1 for every 4 hours of production but at least one per day |

**29-2.01D(3) Department Acceptance**

The Department accepts ATPB based on aggregate gradation, cleanness value, percent of crushed particles, Los Angeles rattler, film stripping and asphalt content requirements specified in section 29-2.02 and section 29-2.01D(1).

The Engineer takes samples for aggregate gradation, cleanness value, percent of crushed particles, Los Angeles rattler, and film stripping from the plant.

The Engineer takes samples for asphalt content of the asphalt mixture from any of the following locations:

1. Plant
2. Truck
3. Windrow
4. Roadbed

**Replace the headings and paragraphs in section 29-3.01 with:**

07-15-16

**29-3.01 GENERAL**

**29-3.01A Summary**

Section 29-3 includes specifications for constructing cement treated permeable bases.

**29-3.01B Definitions**

Reserved

**29-3.01C Submittals**

Reserved

**29-3.01D Quality Assurance**

**29-3.01D(1) General**

Reserved

**29-3.01D(2) Quality Control**

**29-3.01D(2)(a) General**

Reserved

**29-3.01D(2)(b) Quality Control Testing**

CTPB quality control must include testing the quality characteristics at the frequencies shown in the following table:

**QC Testing Frequencies**

| Quality characteristic | Test method | Sampling location | Minimum frequency |
|---|---|---|---|
| Gradation | California Test 202 | Stockpiles or plant | 1 for every 4 hours of production but at least one per day of placement |
| Cleanness value | California Test 227 | Stockpiles or plant | 1 for every 4 hours of production but at least one per day |
| Los Angeles rattler loss at 500 rev | California Test 211 | Stockpiles or plant | 1 test before production and one every 5,000 cu yd thereafter |
| Soundness | California Test 214 | Stockpiles or plant | 1 test before production and one every 5,000 cu yd thereafter |

**29-3.01D(3) Department Acceptance**

The Department accepts CTPB based on aggregate gradation, cleanness value, Los Angeles rattler and soundness requirements in section 29-3.02.

The Engineer takes samples for aggregate gradation, cleanness value, Los Angeles rattler and soundness from the plant.

**Add to section 29-3.02A:**

07-15-16

Water must comply with section 90-1.02D.

**Replace *3rd* in the 2nd paragraph in section 29-3.03 with:**

07-15-16

4th

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 30 RECLAIMED PAVEMENT

07-15-16

**Replace *section 30-1.01C(2)(c)* in the 1st paragraph of section 30-3.01C(2)(c) with:**

07-15-16

section 30-1.01C(3)(c)

**Replace the table in section 30-3.02A with:**

07-15-16

**FDR—Foamed Asphalt Quality Characteristic Requirements**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Moisture content before HMA paving | California Test 226 | < 50% of OMC |
| Asphalt binder expansion ratio (min, %) | Note a | 10 |
| Asphalt binder half-life (seconds, min) | | 12 |
| Gradation (%, passing)<br>Sieve Size:<br>3 inch<br>2 inch<br>1-1/2 inch | California Test 202 | <br><br>100<br>95–100<br>85–100 |
| Moisture content<br>Maximum<br>Minimum | California Test 226 | <br>OMC<br>OMC - 2% |
| In-place wet density (lb/cu ft) | California Test 216 | Report only |
| Relative compaction (min, %) | California Test 231 | 98 |
| Indirect dry tensile strength (psi)[b] | California Test 371 | 90% of mix design value |
| Indirect wet tensile strength (psi)[b] | California Test 371 | 90% of mix design value |
| Tensile strength ratio (%) | California Test 371 | 90% of mix design value |

[a]Test at the foaming temperature and percentage of foaming water by dry weight of FDR—foamed asphalt material designated in the mix design. To test asphalt binder expansion ratio and half-life, use a pail of known volume and a dipstick calibrated for the pail. From the inspection nozzle on the asphalt binder spray bar, inject foamed asphalt into the pail without exceeding the pail's capacity. With the dipstick, immediately measure and record the level of foamed asphalt in the pail. Record the half-life in seconds from the time the injection of foamed asphalt in the pail is turned off to half the dip stick reading after peak. Calculate the expansion ratio as the volume of the foamed asphalt upon injection divided by the volume of the unfoamed asphalt binder.

[b]From material passing the 1-inch sieve, compact 6 specimens under California Test 304, Part 2. Cure the specimens at 100 °F for 72 hours and allow the specimens to cool to room temperature. Test 3 specimens for dry tensile strength under California Test 371. Test 3 specimens for wet tensile strength under California Test 371 after moisture conditioning.

**Replace *section 30-4.01D(3)* in the 2nd paragraph of section 30-4.01D(1) with:**

07-15-16

section 30-4.01D(4)

**Replace *section 30-4.01D(1)(a)* in the table in section 30-4.02A with:**

07-15-16

section 30-4.01D(2)

^^^

# DIVISION V SURFACINGS AND PAVEMENTS

## 37 BITUMINOUS SEALS

07-15-16

**Replace section 37 with:**

07-15-16

## 37 SEAL COATS

### 37-1 GENERAL

#### 37-1.01 GENERAL

#### 37-1.01A Summary

Section 37-1 includes general specifications for applying seal coats.

#### 37-1.01B Definitions

Reserved

#### 37-1.01C Submittals

At least 10 days before the preconstruction meeting submit a list of participants in the preconstruction meeting. Provide each participant's name, employer, title, and role in the production and placement of the seal coats.

At least 10 days before starting seal coat activities, submit the names of the authorized laboratories for quality control testing.

For each delivery of asphalt binder or asphaltic emulsion to the job site, submit a certificate of compliance and a copy of the specified test results.

For a seal coat that uses crumb rubber modifier, submit a Crumb Rubber Usage Report form monthly and at the end of project.

#### 37-1.01D Quality Assurance

#### 37-1.01D(1) General

For aggregate testing, quality control laboratories must be in compliance with the Department's Independent Assurance Program to be an authorized laboratory. Quality control personnel must be qualified under the Department's Independent Assurance Program.

For emulsion testing, quality control laboratories must participate in the AASHTO Material's Reference Laboratory proficiency sample program.

#### 37-1.01D(2) Preconstruction Meeting

Hold a preconstruction meeting within 5 days before start of seal coat work at a mutually agreed time and place with the Engineer and your:

1. Project superintendent
2. Project foreman
3. Traffic control foreman

Make arrangements for the conference facility. Preconstruction meeting participants must sign an attendance sheet provided by the Engineer. Be prepared to discuss:

1. Quality control testing
2. Acceptance testing
3. Seal coat placement
4. Proposed application rates for asphaltic emulsion or asphalt binder and aggregate.
5. Training on placement methods
6. Checklist of items for proper placement
7. Unique issues specific to the project, including:
   - 7.1. Weather
   - 7.2. Alignment and geometrics
   - 7.3. Traffic control requirements

7.4. Haul distances
7.5. Presence and absence of shaded areas
7.6. Any other local conditions

8. Contingency plan for material deliveries, equipment breakdowns, and traffic handling
9. Who in the field has authority to adjust application rates and how adjustments will be documented
10. Schedule of sweepings

### 37-1.02 MATERIALS

Not Used

### 37-1.03 CONSTRUCTION

#### 37-1.03A General

If seal coat activities affect access to public parking, residential property, or commercial property, post signs at 100-foot intervals on the affected streets. Signs must display *No Parking – Tow Away*. Signs must state the dates and hours parking or access will be restricted. Notify residents, businesses, and local agencies at least 24 hours before starting activities. The notice must:

1. Describe the work to be performed
2. Detail streets and limits of activities
3. Indicate dates and work hours
4. Be authorized

Asphaltic emulsion or asphalt binder for seal coats may be reheated if necessary. After loading the asphaltic emulsion or asphalt binder into a truck for transport to the job site, do not heat asphaltic emulsion above 160 degrees F and asphalt rubber binder above 425 degrees F. During reheating, circulate or agitate the asphaltic emulsion or asphalt binder to prevent localized overheating.

Except for fog seals, apply quick setting Grade 1 asphaltic emulsions at a temperature from 75 to 130 degrees F and apply quick setting Grade 2 asphaltic emulsions at a temperature from 110 to 185 degrees F.

You determine the application rates for asphaltic emulsion or asphalt binder and aggregate and the Engineer authorizes the application rates.

#### 37-1.03B Equipment

A self-propelled distributor truck for applying asphaltic emulsion or asphalt binder must be equipped with:

1. Pressure-type system with insulated tanks with circulating unit
2. Spray bars:
   2.1. With minimum length of 9 feet and full-circulating type
   2.2. With full-circulating-type extensions if needed to cover a greater width
   2.3. Adjustable to allow positioning at various heights above the surface to be treated
   2.4. Operated by levers such that 1 or all valves may be quickly opened or closed in one operation
3. Devices and charts to provide for accurate and rapid determination and control of asphaltic emulsion or asphalt binder quantities being applied. Include an auxiliary wheel type meter that registers:
   3.1. Speed in ft/min
   3.2. Trip by count
   3.3. Total distance in feet
4. Distribution system:
   4.1. Capable of producing a uniform application of asphaltic emulsion or asphalt binder in controlled quantities ranging from 0.02 to 1 gal/sq yd of surface and at a pressure ranging from 25 to 75 psi
   4.2. Pumps that spray asphaltic emulsion or asphalt binder within 0.02 gal/sq yd of the set rate
   4.3. With a hose and nozzle for application of asphaltic emulsion to areas inaccessible to the spray bar
   4.4. With pressure gauges and a thermometer for determining temperatures of the asphaltic emulsion or asphalt binder

You may use cab-controlled valves for the application of asphaltic emulsion or asphalt binder. The valves controlling the flow from nozzles must act positively to provide a uniform unbroken application of asphaltic emulsion or asphalt binder.

Maintain distributor and storage tanks at all times to prevent dripping.

### 37-1.04 PAYMENT

Not Used

## 37-2 CHIP SEALS

### 37-2.01 GENERAL

### 37-2.01A General

#### 37-2.01A(1) Summary

Section 37-2.01 includes general specifications for applying chip seals.

#### 37-2.01A(2) Definitions

Reserved

#### 37-2.01A(3) Submittals

At least 15 days before starting placement of chip seal, submit:

1. Samples for:
   - 1.1. Asphaltic emulsion chip seal, two 1-quart wide mouth plastic containers with screw top lid of asphaltic emulsion
   - 1.2. Polymer modified asphaltic emulsion chip seal, two 1-quart wide mouth plastic containers with screw top lid of polymer modified asphaltic emulsion
   - 1.3. Asphalt rubber binder chip seal, two 1-quart cans of base asphalt binder
   - 1.4. Asphalt rubber binder chip seal, five 1-quart cans of asphalt rubber binder
2. Asphaltic emulsion, polymer modified asphaltic emulsion, asphalt binder or asphalt rubber binder data as follows:
   - 2.1. Supplier and Type/Grade of asphaltic emulsion or asphalt binder
   - 2.2. Type of modifier used including polymer or crumb rubber or both
   - 2.3. Percent of crumb rubber, if used as modifier
   - 2.4. Copy of the specified test results for asphaltic emulsion or asphalt binder
3. 50 lb of uncoated aggregate
4. Aggregate test results for the following:
   - 4.1. Gradation
   - 4.2. Los Angeles Rattler
   - 4.3. Percent of crushed particles
   - 4.4. Flat and elongated particles
   - 4.5. Film stripping
   - 4.6. Cleanness value
   - 4.7. Durability
5. Vialit test results

Submit quality control test results for the quality characteristics within the reporting times allowance after sampling shown in the following table:

**Quality Control Test Result Reporting**

| Quality characteristic | Maximum reporting time allowance |
|---|---|
| Los Angeles Rattler loss (max, %) | 48 hours |
| Percent of crushed particles (min, %) | 48 hours |
| Flat and elongated particles (max by weight at 3:1, %) | 48 hours |
| Film stripping (max, %) | 48 hours |
| Durability (min) | 48 hours |
| Gradation (percentage passing) | 24 hours |
| Cleanness value (min) | 24 hours |
| Asphaltic emulsion spread rate (gal/sq yd) | 24 hours |

Within 3 days after taking asphaltic emulsion or asphalt binder quality control samples, submit the authorized laboratory's test results.

**37-2.01A(4) Quality Assurance**

**37-2.01A(4)(a) General**

Reserved

**37-2.01A(4)(b) Quality Control**

**37-2.01A(4)(b)(i) General**

Reserved

**37-2.01A(4)(b)(ii) Aggregate**

All tests must be performed on uncoated aggregate except for film stripping which must be performed on precoated aggregate.

For aggregate, the authorized laboratory must perform sampling and testing at the specified frequency and location for the following quality characteristics:

**Aggregate Quality Control Requirements**

| Quality characteristic | Test method | Minimum sampling and testing frequency | Location of sampling |
|---|---|---|---|
| Los Angeles Rattler loss (max, %)<br>At 100 revolutions<br>At 500 revolutions | California Test 211 | 1st day of production | See California Test 125 |
| Percent of crushed particles<br>Coarse aggregate (min, %)<br>One-fractured face<br>Two-fractured faces<br>Fine aggregate (min, %)<br>(Passing No. 4 sieve and retained on No. 8 sieve)<br>One fractured face | AASHTO T 335 | 1st day of production | See California Test 125 |
| Flat and elongated particles (max by weight at 3:1, %) | ASTM D4791 | 1st day of production | See California Test 125 |
| Film stripping (max, %) | California Test 302 | 1st day of production | See California Test 125 |
| Durability (min) | California Test 229 | 1st day of production | See California Test 125 |
| Gradation (% passing) | California Test 202 | 2 per day | See California Test 125 |
| Cleanness value (min) | California Test 227 | 2 per day | See California Test 125 |

**37-2.01A(4)(b)(iii) Chip Seals**

For a chip seal, the authorized laboratory must perform sampling and testing at the specified frequency and location for the following quality characteristics:

**Chip Seal Quality Control Requirements**

| Quality characteristic | Test method | Minimum sampling and testing frequency | Location of sampling |
|---|---|---|---|
| Asphaltic emulsion binder spread rate (gal/sq yd) | California Test 339 | 1 per day per distributor truck | Pavement surface |

**37-2.01A(4)(c) Department Acceptance**

Department Acceptance shall not apply to identified areas where the existing surfacing before application of chip seal, contains defective areas as determined by the Engineer and Contractor. At least 7 days

before starting placement of the chip seal, the Contractor shall submit a written list of existing defective areas, identifying the lane direction, lane number, starting and ending highway post mile locations, and defect type. The Engineer must agree on which of the identified areas are defective.

Defective areas are defined as one of the following:

1. Areas with wheel path rutting in excess of 3/8 inch when measured by placing a straightedge 12 feet long on the finished surface perpendicular to the center line and measuring the vertical distance between the finished surface and the lower edge of the straightedge
2. Areas exhibiting flushing

For a chip seal, acceptance is based on visual inspection for the following:

1. Uniform surface texture
2. Raveling, which consists of the separation of the aggregate from the asphaltic emulsion or asphalt binder
3. Flushing, which consists of the occurrence of a film of asphaltic material on the surface of the chip seal.
4. Streaking, which consists of alternating longitudinal bands of asphaltic emulsion or asphalt binder without uniform aggregate retention, approximately parallel with the lane line.

Areas of raveling, flushing or streaking that are greater than 0.5 sq ft shall be considered defective and must be repaired.

Raveling and streaking must be repaired by placing an additional layer of chip seal over the defective area.

For asphaltic emulsion or asphalt binder, acceptance is based on the Department's sampling and testing for compliance with the requirements for the quality characteristics specified.

For aggregate, acceptance is based on the Department's sampling and testing for compliance with the requirements shown in the following table:

**Chip Seal Aggregate Acceptance Criteria**

| Quality characteristic | Test method | Requirements |
|---|---|---|
| Los Angeles Rattler loss (max, %)<br>At 100 revolutions<br>At 500 revolutions | California Test 211 | <br>10<br>40 |
| Percent of crushed particles:<br>Coarse aggregate (min, %)<br>One-fractured face<br>Two-fractured faces<br>Fine aggregate (min, %)<br>(Passing No. 4 sieve and retained on No. 8 sieve)<br>One fractured face | AASHTO T 335 | <br><br>95<br>90<br><br><br>70 |
| Flat and elongated particles (max by weight at 3:1, %) | ASTM D4791 | 10 |
| Film stripping (max, %) | California Test 302 | 25 |
| Durability (min) | California Test 229 | 52 |
| Gradation (% passing by weight) | California Test 202 | Aggregate Gradation table shown under Materials for the chip seal type specified. |
| Cleanness value (min) | California Test 227 | 80 |

If test results for the aggregate gradation do not comply with specifications, you may remove the chip seal represented by these tests or request that it remain in place with a payment deduction. The deduction is $1.75 per ton for the aggregate represented by the test results.

If test results for aggregate cleanness value do not comply with the specifications, you may remove the chip seal represented by these tests or you may request that the chip seal remain in place with a pay deduction corresponding to the cleanness value shown in the following table:

**Chip Seal Cleanness Value Deductions**

| Cleanness value | Deduction |
|---|---|
| 80 or over | None |
| 79 | $2.00 /ton |
| 77–78 | $4.00 /ton |
| 75–76 | $6.00 /ton |

If the aggregate cleanness value is less than 75, remove the chip seal.

**37-2.01B Materials**

**37-2.01B(1) General**

Reserved

**37-2.01B(2) Asphaltic Emulsions and Asphalt Binders**

Reserved

**37-2.01B(3) Aggregate**

**37-2.01B(3)(a) General**

Aggregate must be broken stone, crushed gravel, or both.

Aggregate must comply with the requirements shown in the following table:

**Chip Seal Aggregate Requirements**

| Quality characteristic | Test method | Requirements |
|---|---|---|
| Los Angeles Rattler loss (max, %)<br>At 100 revolutions<br>At 500 revolutions | <br>California Test 211 | <br>10<br>40 |
| Percent of crushed particles<br>Coarse aggregate (min, %)<br>One-fractured face<br>Two-fractured faces<br>Fine aggregate (min, %)<br>(Passing No. 4 sieve and retained on No. 8 sieve)<br>One fractured face | AASHTO T 335 | <br><br>95<br>90<br><br><br>70 |
| Flat and elongated particles (max by weight at 3:1, %) | ASTM D4791 | 10 |
| Film stripping (max, %) | California Test 302 | 25 |
| Durability (min) | California Test 229 | 52 |
| Gradation (% passing by weight) | California Test 202 | Aggregate Gradation table shown under Materials for the chip seal type specified. |
| Cleanness value (min) | California Test 227 | 80 |

The authorized laboratory must conduct the Vialit test using the proposed asphaltic emulsion or asphalt binder and aggregate for compliance with the requirements shown in the following table:

**Chip Retention Requirements**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Chip retention (%) | Vialit test method for aggregate in chip seals, French chip (Modified)[a] | 95 |

[a]The asphaltic emulsion or asphalt binder must be within the field placement temperature range and application rate during specimen preparation. For asphalt binder cure the specimen for first 2 hours at 100 °F.

### 37-2.01B(3)(b) Precoated Aggregate

Precoating of aggregate must be performed at a central mixing plant. The plant must be authorized under the Department's *MPQP*.

When precoating aggregate, do not recombine fine materials collected in dust control systems.

Precoated aggregate must be preheated from 260 to 325 degrees F. Coat with any of the asphalts specified in the table titled "Performance Graded Asphalt Binder" in section 92. The asphalt must be from 0.5 to 1.0 percent by weight of dry aggregate. You determine the exact asphalt rate for precoating of aggregate.

Do not stockpile precoated aggregate.

## 37-2.01C Construction

### 37-2.01C(1) General

For chip seals on 2-lane, 2-way roadways, place a W8-7 (LOOSE GRAVEL) sign and a W13-1 (35) plaque at 2,000-foot maximum intervals along each side of the traveled way where aggregate is spread on a traffic lane and at public roads or streets entering the chip seal area. Place the 1st W8-7 sign in each direction where traffic first encounters the loose aggregate, regardless of which lane the aggregate is spread on. A W13-1 (35) plaque is not required where the posted speed limit is less than 40 mph.

For chip seals on freeways, expressways, and multilane conventional highways, place a W8-7, (LOOSE GRAVEL) sign and a W13-1 (35) plaque at 2,000-foot maximum intervals along the outside edge of the traveled way nearest to the lane worked on, at on ramps, and at public roads or streets entering the chip seal area. Place the 1st W8-7 sign where the aggregate starts with respect to the direction of travel on that lane. A W13-1 (35) plaque is not required where the posted speed limit is less than 40 mph.

Pilot cars must have cellular or radio contact with other pilot cars and personnel in the work zone. The maximum speed of the pilot cars convoying or controlling traffic through the traffic control zone must be 15 mph on 2-lane, two-way highways and 25 mph on multilane divided and undivided highways. Pilot cars must only use traffic lanes open to traffic.

On the days that closures are not allowed, you may use a moving closure to maintain the seal coat surface. The moving closure is only allowed during daylight hours when traffic will be the least inconvenienced and delayed. The Engineer determines the hours for the moving closure.

Maintain signs in place at each location until the final sweeping of the chip seal surface for that location is complete. Signs may be set on temporary portable supports with the W13-1 sign below the W8-7 sign or on barricades with the W13-1 sign alternating with the W8-7 sign.

Schedule chip seal activities so that the chip seals are placed on both lanes of the traveled way each work shift.

If traffic is routed over a surface where a chip seal application is intended, the chip seal must not be applied to more than half the width of the traveled way at a time, and the remaining width must be kept free of obstructions and open to traffic until the previously applied width is ready for traffic use.

Wherever maintenance sweeping of the chip seal surface is complete, place permanent traffic stripes and pavement markings within 10 days.

If you fail to place the permanent traffic stripes and pavement markings within the specified time, the Department withholds 50 percent of the estimated value of the chip seal work completed that has not received permanent traffic stripes and pavement markings.

### 37-2.01C(2) Equipment

Equipment for chip seals must include and comply with the following:

1. Aggregate haul trucks must have:
   - 1.1. Tailgate that discharge aggregate
   - 1.2. Device to lock onto the rear aggregate spreader hitch
   - 1.3. Dump bed that will not push down on the spreader when fully raised
   - 1.4. Dump bed that will not spill aggregate on the roadway when transferred to the spreader hopper
   - 1.5. Tarpaulin to cover precoated aggregate when haul distance exceeds 30 minutes or ambient temperature is less than 65 degrees F
2. Self-propelled aggregate spreaders must have:
   - 2.1. Aggregate hopper in the rear
   - 2.2. Belt conveyor that carries the aggregate to the front
   - 2.3. Spreading hopper capable of providing a uniform aggregate spread rate over the entire width of the traffic lane in 1 application.
3. Self-propelled power brooms must:
   - 3.1. Not be steel-tined brooms on emulsion chip seals
   - 3.2. Be capable of removing loose aggregate adjacent to barriers that prevent aggregate from being swept off the roadway, including curbs, gutters, dikes, berms, and railings
4. Pneumatic or foam filled rubber tired rollers must:
   - 4.1. Be an oscillating type at least 4 feet wide
   - 4.2. Be self-propelled and reversible
   - 4.3. Have tires of equal size, diameter, type, and ply
   - 4.4. Carry at least 3,000 lbs of load on each wheel
   - 4.5 Have tires with an air pressure of 100 ± 5 psi or be foam filled

### 37-2.01C(3) Surface Preparation

Before applying chip seals, cover manholes, valve and monument covers, grates, or other exposed facilities located within the area of application, using a plastic or oil resistant construction paper secured by tape or adhesive to the facility being covered. Reference the covered facilities with enough control points to relocate the facilities after the application of the chip seal.

Immediately before applying chip seals, clean the surface to receive a chip seal by removing any extraneous material affecting adhesion of the chip seal with the existing surface and drying. Use self-propelled power brooms to clean the existing pavement.

### 37-2.01C(4) Placement

#### 37-2.01C(4)(a) General

Schedule the operations so that chip seals are placed on both lanes of the traveled way each work shift. At the end of the work shift, the end of the chip seals on both lanes must generally match.

#### 37-2.01C(4)(b) Applying Asphaltic Emulsions or Asphalt Binders

Prevent spraying on existing pavement not intended for chip seals or on previously applied chip seals using a material such as building paper. Remove the material after use.

Align longitudinal joints between chip seal applications with designated traffic lanes.

For asphaltic emulsion or asphalt binder, overlap longitudinal joints by not more than 4 inches. You may overlap longitudinal joints up to 8 inches if authorized.

For areas not accessible to a truck distributor bar apply:

1. Asphaltic emulsions by hand spraying
2. Asphalt binders with a squeegee or other authorized means

You may overlap the asphaltic emulsion or asphalt binder applications before the application of aggregate at longitudinal joints.

Do not apply the asphaltic emulsion or asphalt binder unless there is sufficient aggregate at the job site to cover the asphaltic emulsion or asphalt binder.

Discontinue application of asphaltic emulsion or asphalt binder early enough to comply with lane closure requirements. Apply to 1 lane at a time and cover the lane width entirely in 1 operation.

### 37-2.01C(4)(c) Spreading Aggregates

#### 37-2.01C(4)(c)(i) General

Prevent vehicles from driving on asphaltic emulsion or asphalt binder before spreading aggregate.

Spread aggregate within 10 percent of your determined rate.

Spread aggregate at a uniform rate over the full lane width in 1 application. Apply to 1 lane at a time.

Sweep excess aggregate at joints before spreading adjacent aggregate.

Operate the spreader at speeds slow enough to prevent aggregate from rolling over after dropping.

If the spreader is not moving, aggregate must not drop. If you stop spreading and aggregate drops, remove the excess aggregate before resuming activities.

#### 37-2.01C(4)(c)(ii) Precoated Aggregate Application

During transit, cover precoated aggregate with tarpaulins if the ambient air temperature is below 65 degrees F or the haul time exceeds 30 minutes.

When applied, precoated aggregate must be from 225 to 325 degrees F.

### 37-2.01C(4)(d) Finishing

#### 37-2.01C(4)(d)(i) General

Remove piles, ridges, or unevenly distributed aggregate. Repair permanent ridges, bumps, streaks or depressions in the finished surface. Spread additional aggregate and roll if aggregate is picked up by rollers or vehicles.

Chip seal joints between adjacent applications of a chip seal must be smooth, straight, uniform, and completely covered.

A coverage is 1 roller movement over the entire width of lane. A pass is 1 roller movement parallel to the chip seal application in either direction. Overlapping passes are part of the coverage being made and are not part of a subsequent coverage. Do not start a new coverage until completing the previous coverage.

Before opening to traffic, finish the chip seals in the following sequence:

1. Perform initial rolling consisting of 1 coverage with a pneumatic-tired roller
2. Perform final rolling consisting of 2 coverages with a pneumatic-tired roller
3. Sweep excess aggregate from the roadway and adjacent abutting areas
4. Apply a flush coat if specified
5. Remove covers from the facilities

#### 37-2.01C(4)(d)(ii) Traffic Control With Pilot Car

For 2-lane 2-way roadways under 1-way traffic control, upon completion of final rolling, traffic must be controlled with pilot cars and routed over the new chip seal for a period of 2 to 4 hours before opening the lane to traffic not controlled with pilot cars.

For multilane roadways, when traffic is controlled with pilot cars, a maximum of 1 lane in the direction of travel must be open to traffic. Traffic must be controlled with pilot cars and be routed on the new chip seal surface of the lane for a minimum of 2 hours after completion of the initial sweeping and before opening the lane to traffic not controlled with pilot cars. Once traffic controlled with pilot cars is routed over the chip seal at a particular location, continuous control must be maintained at that location until the chip seal placement and sweeping on adjacent lanes to receive a chip seal is completed.

#### 37-2.01C(4)(d)(iii) Sweeping

Sweeping must be performed after the chip seal has set and there is no damage or dislodging of aggregate from the chip seal surface. As a minimum, sweeping is required at the following times:

1. On 2-lane 2-way roadways, from 2 to 4 hours after traffic, controlled with pilot cars, has been routed on the chip seal
2. On multilane roadways, from 2 to 4 hours after aggregate have been placed
3. In addition to previous sweeping, perform final sweeping immediately before opening any lane to public traffic, not controlled with pilot cars

#### 37-2.01C(4)(d)(iv) Excess Aggregate

Dispose of excess aggregate. If ordered, salvaging and stockpiling of excess aggregate is change order work.

#### 37-2.01C(4)(e) Chip Seal Maintenance

Perform sweeping on the morning following the application of aggregate on any lane that has been open to traffic not controlled with pilot cars and before starting any other activities.

Chip seal surfaces must be maintained for 4 consecutive days from the day aggregate is applied. Maintenance must include sweeping to maintain a surface free of loose aggregate and to prevent formation of corrugations. Sweeping must not dislodge aggregate set in asphaltic emulsion or asphalt binder.

After 4 consecutive days, excess aggregate must be removed from the paved areas.

### 37-2.01D Payment

If there is no bid item for traffic control system, furnishing and using a pilot car is included in the various items of the work involved in applying the chip seal.

The payment quantity for precoated aggregate is the weight measured after the aggregate is preheated and precoated with asphalt binder.

If recorded batch weights are printed automatically, the payment quantity for aggregate is the weight determined from the printed batch weights if:

1. Total weight for the precoated aggregate per batch is printed
2. Total asphalt binder weight per batch is printed
3. Zero tolerance weight is printed before weighing the first batch and after weighing the last batch for each truckload
4. Time, date, mix number, load number, and truck identification are correlated with a load slip
5. Copy of the recorded batch weights is certified by a licensed weighmaster

## 37-2.02 ASPHALTIC EMULSION CHIP SEALS

### 37-2.02A General

#### 37-2.02A(1) Summary

Section 37-2.02 includes specifications for applying asphaltic emulsion chip seals. An asphaltic emulsion chip seal includes applying an asphaltic emulsion, followed by aggregate, and then a flush coat.

A double asphaltic emulsion chip seal is the application of an asphaltic emulsion followed by aggregate, applied twice in sequence and then a flush coat.

#### 37-2.02A(2) Definitions

Reserved

#### 37-2.02A(3) Submittals

Immediately after sampling, submit two 1-quart plastic containers of asphaltic emulsion taken in the presence of the Engineer. Samples must be submitted in insulated shipping container.

**37-2.02A(4) Quality Assurance**

**37-2.02A(4)(a) General**

Reserved

**37-2.02A(4)(b) Quality Control**

**37-2.02A(4)(b)(i) General**

Reserved

**37-2.02A(4)(b)(ii) Asphaltic Emulsions**

Circulate asphaltic emulsion in the distributor truck before sampling. Take samples from the distributor truck at mid load or from a sampling tap or thief. Before taking samples, draw and dispose of 1 gallon. In the presence of the Engineer, take two 1-quart samples in a plastic container with lined sealed lid for acceptance testing.

For asphaltic emulsion, the authorized laboratory must perform quality control sampling and testing at the specified frequency and location for the following quality characteristics:

**Asphaltic Emulsion**

| Quality characteristic | Test method | Minimum sampling and testing frequency | Sampling location |
|---|---|---|---|
| Saybolt Furol Viscosity, at 25 °C (Saybolt Furol seconds) | AASHTO T 59 | Minimum 1 per day per delivery truck | Distributor truck |
| Sieve Test (%) | | | |
| Storage stability, 1 day (%) | | | |
| Residue by distillation (%) | | | |
| Particle charge[a] | | | |
| Tests on Residue from Distillation Test: | | | |
| Penetration, 25 °C | AASHTO T 49 | Minimum 1 per day per delivery truck | Distributor truck |
| Ductility | AASHTO T 51 | | |
| Solubility in trichloroethylene | AASHTO T 44 | | |

[a]If the result of the particle charge is inconclusive, the asphaltic emulsion must be tested for pH under ASTM E70. Grade QS1h asphaltic emulsion must have a minimum pH of 7.3. Grade CQS1h asphaltic emulsion must have a maximum pH of 6.7.

**37-2.02A(4)(c) Department Acceptance**

Aggregate acceptance is based on the Department's sampling and testing for compliance with the requirements shown in the following table:

**Aggregate Gradation Acceptance Criteria**

| Quality characteristic | Test method | Requirement | | |
|---|---|---|---|---|
| Gradation (% passing by weight) Sieve size: | California Test 202 | 3/8" | 5/16" | 1/4" |
| 3/4" | | -- | -- | -- |
| 1/2" | | 100 | -- | -- |
| 3/8" | | 85–100 | 100 | 100 |
| No. 4 | | 0–15 | 0–50 | 60–85 |
| No. 8 | | 0–5 | 0–15 | 0–25 |
| No. 16 | | -- | 0–5 | 0–5 |
| No. 30 | | -- | 0–3 | 0–3 |
| No. 200 | | 0–2 | 0–2 | 0–2 |

**37-2.02B Materials**

**37-2.02B(1) General**

Reserved

### 37-2.02B(2) Asphaltic Emulsions

Reserved

### 37-2.02B(3) Aggregate

Aggregate gradation for an asphaltic emulsion chip seal must comply with the requirements shown in the following table:

**Asphaltic Emulsion Chip Seal Aggregate Gradation**

| Quality characteristic | Test method | Requirement | | |
|---|---|---|---|---|
| Gradation (% passing by weight)<br>Sieve size: | California Test 202 | 3/8" | 5/16" | 1/4" |
| 3/4" | | -- | -- | -- |
| 1/2" | | 100 | -- | -- |
| 3/8" | | 85–100 | 100 | 100 |
| No. 4 | | 0–15 | 0–50 | 60–85 |
| No. 8 | | 0–5 | 0–15 | 0–25 |
| No. 16 | | -- | 0–5 | 0–5 |
| No. 30 | | -- | 0–3 | 0–3 |
| No. 200 | | 0–2 | 0–2 | 0–2 |

### 37-2.02C Construction

### 37-2.02C(1) General

Reserved

### 37-2.02C(2) Asphaltic Emulsions

Asphaltic emulsions must be applied within the application rate ranges shown in the following table:

**Asphaltic Emulsion Application Rates**

| Aggregate gradation | Application rate range (gal/sq yd) |
|---|---|
| 3/8" | 0.30–0.45 |
| 5/16" | 0.25–0.35 |
| 1/4" | 0.20–0.30 |

For double asphaltic emulsion chip seals, the asphaltic emulsions must be applied within the application rates shown in the following table:

**Asphaltic Emulsion Application Rates**

| Double chip seals | Application rate range (gal/sq yd) |
|---|---|
| 1st application | 0.30–0.45 |
| 2nd application | 0.20–0.30 |

When applied, the temperature of the asphaltic emulsions must be from 130 to 180 degrees F.

Apply asphaltic emulsions when the ambient air temperature is from 65 to 110 degrees F and the pavement surface temperature is at least 80 degrees F.

Do not apply asphaltic emulsions when weather forecasts predict the ambient air temperature will fall below 39 degrees F within 24 hours after application.

### 37-2.02C(3) Spreading Aggregates

Aggregate must be spread within the spread rate ranges shown in the following table:

**Aggregate Spread Rates**

| Aggregate gradation | Spread rate range (lb/sq yd) |
|---|---|
| 3/8" | 20–30 |
| 5/16" | 16–25 |
| 1/4" | 12–20 |

For double asphaltic emulsion chip seals, aggregate must be spread within the spread rate ranges shown in the following table:

**Aggregate Spread Rates**

| Double chip seal | Spread rate range (lb/sq yd) |
|---|---|
| 1st application | 23–30 |
| 2nd application | 12–20 |

Remove excess aggregate on the 1st application before the 2nd application of asphaltic emulsion.

You may stockpile aggregate for asphaltic emulsion chip seals if you prevent contamination. Aggregate must have a damp surface at spreading. If water visibly separates from the aggregate, do not spread. You may re-dampen aggregate in the delivery vehicle.

Spread aggregate before an asphaltic emulsion sets or breaks.

Do not spread aggregate more than 2,500 feet ahead of the completed initial rolling.

### 37-2.02D Payment

Not Used

## 37-2.03 POLYMER MODIFIED ASPHALTIC EMULSION CHIP SEALS

### 37-2.03A General

#### 37-2.03A(1) Summary

Section 37-2.03 includes specifications for applying polymer modified asphaltic emulsion chip seals. A polymer modified asphaltic emulsion chip seal includes applying a polymer modified asphaltic emulsion, followed by aggregate, and then a flush coat.

A double polymer modified asphaltic emulsion chip seal is the application of a polymer modified asphaltic emulsion followed by aggregate, applied twice in sequence and then a flush coat.

#### 37-2.03A(2) Definitions

Reserved

#### 37-2.03A(3) Submittals

Immediately after sampling, submit two 1-quart cans of polymer modified asphaltic emulsion taken in the presence of the Engineer. A sample must be submitted in an insulated shipping container.

#### 37-2.03A(4) Quality Assurance

#### 37-2.03A(4)(a) General

Reserved

#### 37-2.03A(4)(b) Quality Control

#### 37-2.03A(4)(b)(i) General

Reserved

#### 37-2.03A(4)(b)(ii) Polymer Modified Asphaltic Emulsions

Circulate polymer modified asphaltic emulsions in the distributor truck before sampling. Take samples from the distributor truck at mid load or from a sampling tap or thief. Before taking samples, draw and dispose of 1 gallon. In the presence of the Engineer, take two 1-quart samples for acceptance testing.

For polymer modified asphaltic emulsions, the authorized laboratory must perform quality control sampling and testing at the specified frequency and location for the following quality characteristics:

**Polymer Modified Asphaltic Emulsion**

| Quality characteristic | Test method | Minimum sampling and testing frequency | Sampling location |
|---|---|---|---|
| Saybolt Furol Viscosity, at 50 °C (Saybolt Furol seconds) | AASHTO T 59 | Minimum 1 per day per delivery truck | Distributor truck |
| Settlement, 5 days (max, %) | | | |
| Storage stability test, 1 day (max, %) | | | |
| Sieve test (max, %) | | | |
| Demulsibility (min, %) | | | |
| Particle charge | | | |
| Ash content (max, %) | ASTM D3723 | | |
| Residue by evaporation (min, %) | California Test 331 | | |
| Tests on residue from evaporation test: | | | |
| Penetration, 25 °C | AASHTO T 49 | Minimum 1 per day per delivery truck | Distributor truck |
| Penetration, 4 °C, 200g for 60 seconds | AASHTO T 49 | | |
| Ductility, 25 °C (min, mm) | AASHTO T 51 | | |
| Torsional recovery (min, %) | California Test 332 | | |
| Ring and Ball Softening Point (min, °F) | AASHTO T 53 | | |

### 37-2.03A(4)(c) Department Acceptance

Aggregate acceptance is based on the Department's sampling and testing for compliance with the requirements shown in the following table:

**Aggregate Gradation Acceptance Criteria**

| Quality characteristic | Test method | Requirement | | |
|---|---|---|---|---|
| Gradation (% passing by weight) Sieve size: | California Test 202 | 3/8" | 5/16" | 1/4" |
| 3/4" | | -- | -- | -- |
| 1/2" | | 100 | -- | -- |
| 3/8" | | 85–100 | 100 | 100 |
| No. 4 | | 0–15 | 0–50 | 60–85 |
| No. 8 | | 0–5 | 0–15 | 0–25 |
| No. 16 | | -- | 0–5 | 0–5 |
| No. 30 | | -- | 0–3 | 0–3 |
| No. 200 | | 0–2 | 0–2 | 0–2 |

### 37-2.03B Materials

### 37-2.03B(1) General

Reserved

### 37-2.03B(2) Polymer Modified Asphaltic Emulsions

A polymer modified asphaltic emulsion must include elastomeric polymer.

A polymer modified asphaltic emulsion must be Grade PMRS2, PMRS2h, PMCRS2, or PMCRS2h. Polymer content in percent by weight does not apply.

A polymer modified asphaltic emulsion must comply with section 94 and the quality characteristic requirements in the following table:

**Polymeric Asphaltic Emulsion**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Penetration, 4 °C, 200g for 60 seconds (min) | AASHTO T 49 | 6 |
| Ring and Ball Softening Point (min, °F) | AASHTO T 53 | 135 |

### 37-2.03B(3) Aggregate

The aggregate gradation for a polymer modified asphaltic emulsion chip seal must comply with the requirements shown in the following table:

**Asphaltic Emulsion Chip Seal Aggregate Gradation**

| Quality characteristic | Test method | Requirement | | |
|---|---|---|---|---|
| Gradation (% passing by weight) Sieve Size | California Test 202 | 3/8" | 5/16" | 1/4" |
| 3/4" | | -- | -- | -- |
| 1/2" | | 100 | -- | -- |
| 3/8" | | 85–100 | 100 | 100 |
| No. 4 | | 0–15 | 0–50 | 60–85 |
| No. 8 | | 0–5 | 0–15 | 0–25 |
| No. 16 | | -- | 0–5 | 0–5 |
| No. 30 | | -- | 0–3 | 0–3 |
| No. 200 | | 0–2 | 0–2 | 0–2 |

### 37-2.03C Construction

Polymer modified asphaltic emulsions must be applied within the application rate ranges shown in the following table:

**Polymer Modified Asphaltic Emulsion Application Rates**

| Aggregate gradation | Application rate range (gal/sq yd) |
|---|---|
| 3/8" | 0.30–0.45 |
| 5/16" | 0.25–0.35 |
| 1/4" | 0.20–0.30 |

For double polymer modified asphaltic emulsion chip seals, polymer modified asphaltic emulsions must be applied within the application rates shown in the following table:

**Polymer Modified Asphaltic Emulsion Application Rates**

| Double application | Application rate range (gal/sq yd) |
|---|---|
| 1st application | 0.30–0.45 |
| 2nd application | 0.20–0.30 |

Apply polymer modified asphaltic emulsions when the ambient air temperature is from 60 to 105 degrees F and the pavement surface temperature is at least 80 degrees F.

Do not apply polymer modified asphaltic emulsions when weather forecasts predict the ambient air temperature will fall below 39 degrees F within 24 hours after application.

Aggregate must be spread within the spread rate ranges shown in the following table:

**Aggregate Spread Rates**

| Chip seal type | Spread rate range (lb/sq yd) |
|---|---|
| 3/8" | 20–30 |
| 5/16" | 16–25 |
| 1/4" | 12–20 |

For double chip seals, aggregate must be spread within spread rate ranges shown in the following table:

**Aggregate Spread Rates**

| Double application | Spread rate range (lb/sq yd) |
|---|---|
| 1st application | 23–30 |
| 2nd application | 12–20 |

Remove excess aggregate on the 1st application before the 2nd application of asphaltic emulsion.

You may stockpile aggregate for the polymer modified asphaltic emulsion chip seals if you prevent contamination. Aggregate must have damp surfaces at spreading. If water visibly separates from the aggregate, do not spread. You may redampen aggregate in the delivery vehicle.

Spread aggregate before the polymer modified asphaltic emulsion sets or breaks.

Do not spread aggregate more than 2,500 feet ahead of the completed initial rolling.

**37-2.03D Payment**

Not Used

**37-2.04 ASPHALT RUBBER BINDER CHIP SEALS**

**37-2.04A General**

**37-2.04A(1) Summary**

Section 37-2.04 includes specifications for applying asphalt rubber binder chip seals.

An asphalt rubber binder chip seal consists of applying asphalt rubber binder followed by heated aggregate precoated with asphalt binder followed by a flush coat.

**37-2.04A(2) Definitions**

**crumb rubber modifier:** Combination of ground or granulated high natural scrap tire crumb rubber and scrap tire crumb rubber derived from waste tires described in Pub Res Code § 42703.

**descending viscosity reading:** Subsequent viscosity reading at least 5 percent lower than the previous viscosity reading.

**high natural scrap tire crumb rubber:** Material containing 40 to 48 percent natural rubber.

**scrap tire crumb rubber:** Any combination of vehicle tires or tire buffing.

**37-2.04A(3) Submittals**

At least 5 business days before use, submit the permit issued by the local air district for asphalt rubber binder field blending equipment and application equipment. If an air quality permit is not required by the local air district for producing asphalt rubber binder, submit verification from the local air district that an air quality permit is not required.

For each delivery of asphalt rubber binder ingredients to the job site, submit a certificate of compliance with a copy of the specified test results.

Submit a certified volume or weight slip for each delivery of asphalt rubber binder ingredients and asphalt rubber binder.

Submit a SDS for each asphalt rubber binder ingredient and the asphalt rubber binder.

At least 15 days before use, submit:

1. Samples of each asphalt rubber binder ingredient:
   1.1. 2 lbs of scrap tire crumb rubber
   1.2. 2 lbs of high natural scrap tire crumb rubber
   1.3. Two 1-quart cans of base asphalt binder
   1.4. Two 1-quart cans of asphalt modifier
2. Asphalt rubber binder formulation and data as follows:
   2.1. For asphalt modifier, include:
      2.1.1. Source of asphalt modifier
      2.1.2. Type of asphalt modifier
      2.1.3. Percentage of asphalt modifier by weight of asphalt binder
      2.1.4. Percentage of combined asphalt binder and asphalt modifier by weight of asphalt rubber binder
      2.1.5. Test results for the specified quality characteristics
   2.2. For crumb rubber modifier, include:
      2.2.1. Each source and type of scrap tire crumb rubber and high natural scrap tire crumb rubber
      2.2.2. Percentage of scrap tire crumb rubber and high natural scrap tire crumb rubber by total weight of asphalt rubber binder
      2.2.3. Test results for the specified quality characteristics
   2.3. For asphalt rubber binder, include minimum reaction time and temperature

Immediately after sampling, submit five 1-quart cans of asphalt rubber binder taken in the presence of the Engineer. Sample must be submitted in insulated shipping containers.

Submit notification 15 minutes before each viscosity test or submit a schedule of testing times.

Submit the log of asphalt rubber binder descending viscosity test results within 1 business day after sampling.

Submit asphalt rubber binder quality control viscosity test results within 1 business day after sampling.

### 37-2.04A(4) Quality Assurance

#### 37-2.04A(4)(a) General

The equipment used in producing asphalt rubber binder and the equipment used in spreading asphalt rubber binder must be permitted for use or exempted by the local air district.

#### 37-2.04A(4)(b) Quality Control

#### 37-2.04A(4)(b)(i) General

Reserved

#### 37-2.04A(4)(b)(ii) Asphalt Modifiers

For asphalt modifiers, the authorized laboratory must perform quality control sampling and testing at the specified frequency for the following quality characteristics:

**Asphalt Modifier for Asphalt Rubber Binder**

| Quality characteristic | Test method | Frequency |
|---|---|---|
| Viscosity | ASTM D445 | 1 per shipment |
| Flash point | ASTM D92 | |
| Molecular Analysis: | | |
| Asphaltenes | ASTM D2007 | 1 per shipment |
| Aromatics | ASTM D2007 | |

#### 37-2.04A(4)(b)(iii) Crumb Rubber Modifiers

Sample and test scrap tire crumb rubber and high natural scrap tire crumb rubber separately.

Perform quality control sampling and testing at the specified frequency for the following quality characteristics:

**Crumb Rubber Modifier**

| Quality characteristic | Test method | Frequency |
|---|---|---|
| Scrap tire crumb rubber gradation | California Test 385 | 1 per 10,000 |
| High natural scrap tire crumb rubber gradation | California Test 385 | 1 per 3,400 lb |
| Wire in CRM | California Test 385 | 1 per 10,000 lb |
| Fabric in CRM | California Test 385 | |
| CRM particle length | -- | |
| CRM specific gravity | California Test 208 | |
| Natural rubber content in high natural scrap tire crumb rubber | ASTM D297 | 1 per 3,400 lb |

### 37-2.04A(4)(b)(iv) Asphalt Rubber Binders

For asphalt rubber binders, the authorized laboratory must perform quality control sampling and testing at the specified frequency and location for the following quality characteristics:

**Asphalt Rubber Binder Quality Control Requirements**

| Quality characteristic | Test method | Sampling location | Frequency |
|---|---|---|---|
| Descending viscosity[a] at 375 °F (Pa•s x $10^{-3}$) | ASTM D7741 | Reaction vessel | 1 per lot[b] |
| Viscosity at 375 °F (Pa•s x $10^{-3}$) | ASTM D7741 | Distribution truck | 15 minutes before use per lot[b] |
| Cone penetration at 25 °C (0.10 mm) | ASTM D217 | Distribution truck | 1 per lot[b] |
| Resilience at 25 °C (% rebound) | ASTM D5329 | | |
| Softening point (°C) | ASTM D36 | | |

[a]Start taking viscosity readings at least 45 minutes after adding crumb rubber modifier and continue taking viscosity readings every 30 minutes until 2 consecutive descending viscosity readings have been obtained and the final viscosity complies with the specification requirement.
[b]A lot is defined in the *MPQP*.

Retain samples from each lot. Test samples for cone penetration, resilience, and softening point for the first 3 lots and if all 3 lots pass, the testing frequency may be reduced to once for every 3 lots.

If QC test results indicate that the asphalt rubber binder does not comply with the specifications, take corrective action and notify the Engineer.

### 37-2.04A(4)(c) Department Acceptance

### 37-2.04A(4)(c)(i) General

Reserved

### 37-2.04A(4)(c)(ii) Asphalt Modifiers

The Department accepts asphalt modifier based on compliance with the requirements shown in the following table:

**Asphalt Modifier for Asphalt Rubber Binder**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Viscosity at 100 °C ($m^2/s$ x $10^{-6}$) | ASTM D445 | X ± 3[a] |
| Flash point (min, °C) | ASTM D92 | 207 |
| Molecular Analysis: | | |
| Asphaltenes (max, % by mass) | ASTM D2007 | 0.1 |
| Aromatics (min, % by mass) | ASTM D2007 | 55 |

[a]The symbol "X" is the asphalt modifier viscosity.

### 37-2.04A(4)(c)(iii) Crumb Rubber Modifiers

Scrap tire CRM and high natural CRM are sampled and tested separately.

The Department accepts scrap tire CRM and high natural CRM based on compliance with the requirements shown in the following table:

**Crumb Rubber Modifier for Asphalt Rubber Binder**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Wire in CRM (max, %) | California Test 385 | 0.01 |
| Fabric in CRM (max, %) | California Test 385 | 0.05 |
| CRM particle length (max, in) | -- | 3/16 |
| CRM specific gravity | California Test 208 | 1.1–1.2 |
| Natural rubber content in high natural CRM (%) | ASTM D297 | 40.0–48.0 |

The Department accepts CRM gradation based on the requirements shown in the following table:

**Crumb Rubber Modifier Gradation Requirements**

| Quality characteristic | Test method | Requirement | | | |
|---|---|---|---|---|---|
| Gradation (% passing by weight) Sieve size: | California Test 385 | Scrap tire crumb rubber | | High natural scrap tire crumb rubber | |
| | | Operating range | Contract compliance | Operating range | Contract compliance |
| No. 8 | | 100 | 100 | -- | -- |
| No. 10 | | 95–100 | 90–100 | 100 | 100 |
| No. 16 | | 35–85 | 32–88 | 92–100 | 85–100 |
| No. 30 | | 2–25 | 1–30 | 25–95 | 20–98 |
| No. 50 | | 0–10 | 0–15 | 6–35 | 2–40 |
| No. 100 | | 0–5 | 0–10 | 0–7 | 0–10 |
| No. 200 | | 0–2 | 0–5 | 0–3 | 0–5 |

If a test result for CRM gradation does not comply with the specifications, the Department deducts the corresponding amount for each gradation test as shown in the following table:

| Material | Gradation test result[a] | Deduction |
|---|---|---|
| Scrap tire crumb rubber | Operating range < TR < Contract compliance | $250 |
| Scrap tire crumb rubber | TR > Contract compliance | $1,100 |
| High natural scrap tire crumb rubber | Operating range < TR < Contract compliance | $250 |
| High natural scrap tire crumb rubber | TR > Contract compliance | $600 |

[a]Test Result = TR

Each gradation test for scrap tire crumb rubber represents 10,000 lb or the quantity used in that day's production, whichever is less.

Each gradation test for high natural scrap tire crumb rubber represents 3,400 lb or the quantity used in that day's production, whichever is less.

**37-2.04A(4)(c)(iv) Asphalt Rubber Binders**

For Department acceptance testing, take a sample of asphalt rubber binder in the Engineer's presence every 5 lots or once a day, whichever is greater. Each sample must be in five 1-quart cans with an open top and friction lid.

For an asphalt rubber binder, acceptance is based on the Department’s sampling and testing for compliance with the requirements shown in the following table:

**Asphalt Rubber Binder**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Cone penetration at 25 °C (0.10 mm) | ASTM D217 | 25–60 |
| Resilience at 25 °C (% rebound) | ASTM D5329 | 18–50 |
| Softening point (°C) | ASTM D36 | 55–88 |
| Viscosity at 375 °F (Pa•s x $10^{-3}$)[a] | ASTM D7741 | 1,500–2,500 |

[a]Prepare sample for viscosity test under California Test 388.

### 37-2.04A(4)(c)(v) Precoated Aggregate

The Department accepts precoated aggregate based on compliance with the requirements shown in the following table:

**Precoated Aggregate Gradation Acceptance Criteria**

| Quality Characteristic | Test method | Requirement |
|---|---|---|
| 1/2" gradation (% passing by weight) | California Test 202 | |
| Sieve size: | | |
| 3/4" | | 100 |
| 1/2" | | 85–90 |
| 3/8" | | 0–30 |
| No. 4 | | 0–5 |
| No. 8 | | -- |
| No. 200 | | 0–1 |
| 3/8" gradation (% passing by weight) | California Test 202 | |
| Sieve size: | | |
| 3/4" | | 100 |
| 1/2" | | 95–100 |
| 3/8" | | 70–85 |
| No. 4 | | 0–15 |
| No. 8 | | 0–5 |
| No. 200 | | 0–1 |

### 37-2.04B Materials

### 37-2.04B(1) General

Reserved

### 37-2.04B(2) Asphalt Binders

Asphalt binder used as the base binder for asphalt rubber binder must comply with the specifications for asphalt binder. Do not modify asphalt binder with polymer.

### 37-2.04B(3) Asphalt Modifiers

An asphalt modifier must be a resinous, high flash point, and aromatic hydrocarbon. An asphalt modifier must comply with the requirements shown in the following table:

**Asphalt Modifier for Asphalt Rubber Binder**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Viscosity at 100 °C ($m^2/s$ x $10^{-6}$) | ASTM D445 | X ± 3[a] |
| Flash point (min, CL.O.C., °C) | ASTM D92 | 207 |
| Molecular analysis: | | |
| Asphaltenes by mass (max, %) | ASTM D2007 | 0.1 |
| Aromatics by mass (min, %) | ASTM D2007 | 55 |

[a]*X* denotes the proposed asphalt modifier viscosity from 19 to 36. A change in *X* requires a new asphalt rubber binder submittal.

### 37-2.04B(4) Crumb Rubber Modifiers

The CRM to be used must be on the Authorized Materials List for crumb rubber modifier.

The CRM must be ground or granulated at ambient temperature.

Scrap tire crumb rubber and high natural scrap tire crumb rubber must be delivered to the asphalt rubber binder production site in separate bags.

Steel and fiber must be separated. If steel and fiber are cryogenically separated, it must occur before grinding and granulating. Cryogenically-produced CRM particles must be large enough to be ground or granulated.

The CRM must be dry, free-flowing particles that do not stick together. A maximum of 3 percent calcium carbonate or talc by weight of CRM may be added. The CRM must not cause foaming when combined with the asphalt binder and asphalt modifier.

The CRM must comply with the requirements shown in the following table:

**Crumb Rubber Modifier for Asphalt Rubber Binder**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Wire in CRM (max, %) | California Test 385 | 0.01 |
| Fabric in CRM (max, %) | California Test 385 | 0.05 |
| CRM particle length (max, in) | -- | 3/16 |
| CRM specific gravity | California Test 208 | 1.1–1.2 |

The CRM must comply with the requirements shown in the following table:

**Crumb Rubber Modifier Requirements**

| Quality characteristic | Test method | Requirement | |
|---|---|---|---|
| | | Scrap tire crumb rubber | High natural scrap tire crumb rubber |
| Acetone extract (%) | ASTM D297 | 6.0–16.0 | 4.0–16.0 |
| Rubber hydrocarbon (min, %) | | 42.0–65.0 | 50.0 |
| Natural rubber content (%) | | 22.0–39.0 | 40.0–48.0 |
| Carbon black content (%) | | 28.0–38.0 | -- |
| Ash content (max, %) | | 8.0 | -- |

Scrap tire crumb rubber gradation must comply with the gradation requirements shown in the following table:

**Scrap Tire Crumb Rubber Gradation**

| Quality characteristic | Test method | Requirement | | |
|---|---|---|---|---|
| Gradation (% passing by weight)<br>Sieve size: | California Test 385 | Gradation limit | Operating range | Contract compliance |
| No. 8 | | 100 | 100 | 100 |
| No. 10 | | 98–100 | 95–100 | 90–100 |
| No. 16 | | 45–75 | 35–85 | 32–88 |
| No. 30 | | 2–20 | 2–25 | 1–30 |
| No. 50 | | 0–6 | 0–10 | 0–15 |
| No. 100 | | 0–2 | 0–5 | 0–10 |
| No. 200 | | 0 | 0–2 | 0–5 |

High natural scrap tire crumb rubber gradation must comply with the gradation requirements shown in the following table:

**High Natural Scrap Tire Crumb Rubber Gradation**

| Quality characteristic | Test method | Requirement | | |
|---|---|---|---|---|
| Gradation (% passing by weight)<br>Sieve size: | California Test 385 | Gradation limit | Operating range | Contract compliance |
| No. 10 | | 100 | 100 | 100 |
| No. 16 | | 95–100 | 92–100 | 85–100 |
| No. 30 | | 35–85 | 25–95 | 20–98 |
| No. 50 | | 10–30 | 6–35 | 2–40 |
| No. 100 | | 0–4 | 0–7 | 0–10 |
| No. 200 | | 0–1 | 0–3 | 0–5 |

### 37-2.04B(5) Asphalt Rubber Binders

An asphalt rubber binder must be a combination of:

1. Asphalt binder
2. Asphalt modifier
3. Crumb rubber modifier

Asphalt rubber binder blending equipment must be authorized under the Department's *MPQP*.

The blending equipment must allow the determination of weight percentages of each asphalt rubber binder ingredient.

An asphalt rubber binder must be 79 ± 1 percent by weight asphalt binder and 21 ± 1 percent by weight of CRM. The minimum percentage of CRM must be 20.0 percent and lower values must not be rounded up.

The CRM must be 75 ± 2 percent by weight scrap tire crumb rubber and 25 ± 2 percent by weight high natural scrap tire crumb rubber.

An asphalt modifier and asphalt binder must be blended at the production site. An asphalt modifier must be from 2.5 to 6.0 percent by weight of the asphalt binder in the asphalt rubber binder. The asphalt rubber binder supplier determines the exact percentage.

If blended before adding CRM, the asphalt binder must be from 375 to 440 degrees F when an asphalt modifier is added and the mixture must circulate for at least 20 minutes. An asphalt binder, asphalt modifier, and CRM may be proportioned and combined simultaneously.

The blend of an asphalt binder and an asphalt modifier must be combined with the CRM at the asphalt rubber binder production site. The asphalt binder and asphalt modifier blend must be from 375 to 440 degrees F when the CRM is added. Combined ingredients must be allowed to react at least 45 minutes at temperatures from 375 to 425 degrees F except the temperature must be at least 10 degrees F below the flash point of the asphalt rubber binder.

After reacting, the asphalt rubber binder must comply with the requirements shown in the following table:

**Asphalt Rubber Binder**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Cone penetration at 25 °C (0.10 mm) | ASTM D217 | 25–60 |
| Resilience at 25 °C (% rebound) | ASTM D5329 | 18–50 |
| Softening point (°C) | ASTM D36 | 55–88 |
| Viscosity at 375 °F (Pa•s x $10^{-3}$)[a] | ASTM D7741 | 1,500–2,500 |

[a]Prepare sample for viscosity test under California Test 388.

Maintain asphalt rubber binder at a temperature from 375 to 415 degrees F.

Stop heating unused asphalt rubber binder 4 hours after the 45-minute reaction period. Reheating asphalt rubber binder that cools below 375 degrees F is a reheat cycle. Do not exceed 2 reheat cycles. If reheating, the asphalt rubber binder must be from 375 to 415 degrees F before use.

During reheating, you may add CRM. The CRM must not exceed 10 percent by weight of the asphalt rubber binder. Allow added CRM to react for at least 45 minutes. Reheated asphalt rubber binder must comply with the specifications for asphalt rubber binder.

### 37-2.04B(6) Precoated Aggregate

Before precoating with asphalt binder, aggregate for an asphalt rubber binder chip seal must comply with the gradation requirements shown in the following table:

**Asphalt Rubber Binder Chip Seal Aggregate Gradation**

| Quality characteristic | Test method | Requirement | |
|---|---|---|---|
| Gradation (% passing by weight)<br>Sieve size: | California Test 202 | 1/2" | 3/8" |
| 3/4" | | 100 | 100 |
| 1/2" | | 85–90 | 95–100 |
| 3/8" | | 0–30 | 70–85 |
| No. 4 | | 0–5 | 0–15 |
| No. 8 | | -- | 0–5 |
| No. 200 | | 0–1 | 0–1 |

### 37-2.04C Construction

### 37-2.04C(1) General

Reserved

### 37-2.04C(2) Equipment

Distributor trucks must be equipped with:

1. Mixing and heating unit
2. Observation platform on the rear of the truck for an observer on the platform to see the nozzles and unplug them if needed

### 37-2.04C(3) Asphalt Rubber Binder Application

Apply the asphalt rubber binder when the ambient temperature is from 60 to 105 degrees F and the pavement surface temperature is at least 55 degrees F.

Do not apply the asphalt rubber binder unless enough aggregate is available at the job site to cover the asphalt rubber binder within 2 minutes. Intersections, turn lanes, gore points, and irregular areas must be covered within 15 minutes.

Do not apply asphalt rubber binder when pavement is damp or during high wind conditions. If authorized, you may adjust the distributor bar height and distribution speed and use shielding equipment during high wind conditions.

When applied, the temperature of the asphalt rubber binder must be from 385 to 415 degrees F.

Apply the asphalt rubber binder at a rate from 0.55 to 0.65 gal/sq yd. You may reduce the application rate by 0.050 gal/sq yd in the wheel paths.

### 37-2.04C(4) Precoated Aggregate Spreading

Spread aggregate at a rate from 28 to 40 lb/sq yd. Do not spread aggregate more than 200 feet ahead of the completed initial rolling.

### 37-2.04C(5) Rolling and Sweeping

Perform initial rolling within 90 seconds of spreading aggregate. If authorized for final rolling, you may use a steel-wheeled roller weighing from 8 to 10 tons in static mode only.

Perform a final sweeping before Contract acceptance. The final sweeping must not dislodge aggregate.

**37-2.04D Payment**

Asphalt rubber binder is measured as specified for asphalt binder.

**37-2.05 STRESS ABSORBING MEMBRANE INTERLAYERS**

**37-2.05A General**

Section 37-2.05 includes specifications for placing stress absorbing membrane interlayers (SAMI).

Comply with section 37-2.04 except a flush coat is not required.

Traffic must not be allowed on a SAMI.

**37-2.05B Materials**

For a SAMI, aggregate must comply with the 3/8-inch gradation.

**37-2.05C Construction**

If a SAMI is overlaid in the same work shift, section 37-2.01C(4)(e) does not apply.

Final sweeping is not required for a SAMI.

**37-2.05D Payment**

Not Used

**37-2.06 MODIFIED ASPHALT BINDER CHIP SEALS**

Reserved

**37-2.07 SCRUB SEALS**

Reserved

## 37-3 SLURRY SEALS AND MICRO-SURFACINGS

**37-3.01 GENERAL**

**37-3.01A General**

**37-3.01A(1) Summary**

Section 37-3.01 includes general specifications for applying slurry seals and micro-surfacings.

**37-3.01A(2) Definitions**

Reserved

**37-3.01A(3) Submittals**

At least 15 days before starting placement of a slurry seal or micro-surfacing, submit:

1. Samples for:
   - 1.1. Asphaltic emulsion slurry seal, two 1-quart wide mouth plastic containers with screw top lid of asphaltic emulsion
   - 1.2 Polymer modified asphaltic emulsion slurry seal, two 1-quart wide mouth plastic containers with screw top lid of polymer modified asphaltic emulsion
   - 1.3. Micro-surfacing, two 1-quart wide mouth plastic containers with screw top lid of micro-surfacing emulsion
2. Asphaltic emulsion, polymer modified asphaltic emulsion, or micro-surfacing emulsion data as follows:
   - 2.1. Supplier and Type/Grade of asphaltic emulsion
   - 2.2. Type of modifier polymer for polymer modified asphaltic emulsion or micro-surfacing emulsion
   - 2.3. Copy of the specified test results for asphaltic emulsion, polymer modified asphaltic emulsion, or micro-surfacing emulsion
3. 50 lb of aggregate
4. Aggregate test results for the followings:
   - 4.1. Gradation
   - 4.2. Los Angeles Rattler
   - 4.3. Percent of crushed particles

4.4 Sand equivalent
4.5 Durability

At least 10 days before starting placement of a slurry seal or micro-surfacing, submit a laboratory report of test results and the proposed mix design from an authorized laboratory. The authorized laboratory must sign the laboratory report and mix design.

The report must include:

1. Test results used in the mix design compared with specification requirements
2. Proportions based on the dry weight of aggregate, including ranges, for:
   2.1. Aggregate
   2.2. Water
   2.3. Additives
   2.4. Mineral filler
   2.5. Slurry seal emulsion or micro-surfacing emulsion residual asphalt content
3. Recommended changes to the proportions based on heating the mixture to 100 degrees F and mixing for 60 seconds, if atmospheric temperatures during application will be 90 degrees F or above, for:
   3.1. Water
   3.2. Additives
   3.3. Mineral filler
4. Quantitative moisture effects on the aggregate's unit weight determined under ASTM C29M

If the mix design consists of the same materials covered by a previous laboratory report, you may submit the previous laboratory report that must include material testing data performed within the previous 12 months for authorization.

If you change any of the materials in the mix design, submit a new mix design and laboratory report at least 10 days before starting slurry seal or micro-surfacing work.

Submit a certificate of compliance as specified for asphaltic emulsion in section 94-1.01C with each shipment of asphaltic emulsion, polymer modified asphaltic emulsion or micro-surfacing emulsion.

Submit quality control test results for the quality characteristics within the reporting times allowance after sampling shown in the following table:

**Quality Control Test Reporting Requirements**

| Quality characteristic | Maximum reporting time allowance |
|---|---|
| Los Angeles Rattler loss (max, %) | 2 business days |
| Percent of crushed particles (min, %) | 2 business days |
| Durability (min) | 2 business days |
| Resistance of fine aggregate to degradation by abrasion in the Micro-Deval Apparatus (% loss by weight) | 2 business days |
| Gradation (% passing by weight) | 48 hours |
| Sand equivalent (min) | 48 hours |
| Moisture content (%) | 48 hours |

Within 3 days after taking asphaltic emulsion, polymer modified asphaltic emulsion or micro-surfacing emulsion quality control samples, submit the authorized laboratory's test results.

### 37-3.01A(4) Quality Assurance

#### 37-3.01A(4)(a) General

Your authorized laboratory must be able to perform International Slurry Surfacing Association tests and mix design.

**37-3.01A(4)(b) Quality Control**

**37-3.01A(4)(b)(i) General**

Reserved

**37-3.01A(4)(b)(ii) Aggregate**

For aggregate, the authorized laboratory must perform sampling and testing at the specified frequency and location for the following quality characteristics:

**Aggregate Quality Control**

| Quality characteristic | Test method | Minimum sampling and testing frequency | Location of sampling |
|---|---|---|---|
| Los Angeles Rattler loss (max, %) At 500 revolutions | California Test 211 | 1st day of production | See California Test 125 |
| Percent of crushed particles (min, %) | AASHTO T 335 | 1st day of production | See California Test 125 |
| Sand equivalent (min) | California Test 217 | 1 per working stockpile per day | See California Test 125 |
| Resistance of fine aggregate to degradation by abrasion in the Micro-Deval Apparatus (% loss by weight) | ASTM D7428 | 1 per working stockpile per day | See California Test 125 |
| Gradation (% passing by weight) | California Test 202 | 1 per working stockpile per day | See California Test 125 |
| Moisture content, from field stockpile (%) | AASHTO T 255[a] | 1 per working stockpile per day | See California Test 125 |

[a]Test aggregate moisture at field stockpile every 2 hours if you are unable to maintain the moisture content to within a maximum daily variation of ±0.5 percent.

**37-3.01A(4)(b)(iii) Slurry Seals and Micro-surfacings**

Reserved

**37-3.01A(4)(c) Department Acceptance**

Slurry Seal and micro-surfacing acceptance is based on:

1. Visual inspection for the following:
   - 1.1. Uniform surface texture throughout the work limits.
   - 1.2. Marks in the surface:
     - 1.2.1. Up to 4 marks in the completed slurry seal or micro-surfacing surface that are up to 1 inch wide and up to 6 inches long per 1000 square feet of slurry seal or micro-surfacing placed.
     - 1.2.2. No marks in the completed slurry seal or micro-surfacing surface that are over 1 inch wide or 6 inches long.
   - 1.3. Excessive raveling consisting of the separation of the aggregate from the asphaltic emulsion, polymer modified asphaltic emulsion or micro-surfacing emulsion.
   - 1.4. Bleeding consists of the occurrence of a film of asphaltic material on the surface of the slurry seal or micro-surfacing.
   - 1.5. Delaminating of slurry seal or micro-surfacing from the existing pavement.
   - 1.6. Rutting or wash-boarding.
2. Department's sampling and testing for compliance with the requirements for aggregate shown in the following table:

**Aggregate Gradation Acceptance Criteria**

| Quality characteristic | Test method | Requirements | | |
|---|---|---|---|---|
| Gradation (% passing by weight) Sieve Size: | California Test 202 | Type I | Type II | Type III |
| 3/8" | | -- | 100 | 100 |
| No. 4 | | 100 | 94–100 | 70–90 |
| No. 8 | | 90–100 | 65–90 | 45–70 |
| No. 16 | | 60–90 | 40–70 | 28–50 |
| No. 30 | | 40–65 | 25–50 | 19–34 |
| No. 200 | | 10–20 | 5–15 | 5–15 |

An aggregate gradation test represents 300 tons or 1 day's production, whichever is less.

If test results for aggregate gradation do not comply with the specifications, you may remove the slurry seal or micro-surfacing represented by the test results or request it remain in place with a payment deduction. If your request is authorized, the Department deducts:

1. $1.75 per ton of slurry seal for each noncompliant aggregate gradation
2. $2.00 per ton of micro-surfacing for each noncompliant aggregate gradation

### 37-3.01B Materials

#### 37-3.01B(1) General

Additional water must not cause separation of the asphaltic emulsion, polymer modified asphaltic emulsion or micro-surfacing emulsion from the aggregate before placement.

You may use an additive that does not adversely affect the slurry seal or micro-surfacing.

#### 37-3.01B(2) Aggregate

Aggregate must be rock dust. Aggregate must be free from vegetable matter, deleterious substances, caked or clay lumps, and oversized particles.

Aggregate for a slurry seal and micro-surfacing must comply with the gradations shown in the following table:

**Aggregate Gradation**

| Quality characteristic | Test method | Requirements | | |
|---|---|---|---|---|
| Gradation (% passing by weight) Sieve size: | California Test 202 | Type I | Type II | Type III |
| 3/8" | | -- | 100 | 100 |
| No. 4 | | 100 | 94–100 | 70–90 |
| No. 8 | | 90–100 | 65–90 | 45–70 |
| No. 16 | | 60–90 | 40–70 | 28–50 |
| No. 30 | | 40–65 | 25–50 | 19–34 |
| No. 200 | | 10–20 | 5–15 | 5–15 |

### 37-3.01C Construction

#### 37-3.01C(1) General

Before applying slurry seals or micro-surfacings, cover manholes, valve and monument covers, grates, and other exposed facilities located within the area of application using plastic or oil resistant construction paper secured by tape or adhesive to the facility being covered. Reference the covered facilities with enough control points to relocate the facilities after application of the slurry seals or micro-surfacings.

#### 37-3.01C(2) Proportioning

Proportion slurry seal and micro-surfacing ingredients in compliance with the authorized mix design.

### 37-3.01C(3) Mixing and Spreading Equipment

#### 37-3.01C(3)(a) General

Mixing and spreading equipment for slurry seals and micro-surfacings must proportion the asphaltic emulsions, water, aggregate, and any additives by volume and mix them in continuous pug mill mixers.

Introduce emulsions into the mixer with a positive displacement pump. If you use a variable-rate pump, the adjusting unit must be sealed in its calibrated position.

Introduce water into the mixer through a meter that measures gallons.

Choose a truck mounted mixer-spreader or continuous self-loading mixer spreader.

#### 37-3.01C(3)(b) Truck Mounted Mixer Spreaders

Truck mounted mixer spreaders must comply with:

1. Rotating and reciprocating equipment must be covered with metal guards.
2. Proportion aggregate using a belt feeder with an adjustable cutoff gate. The Engineer verifies the height of the gate opening.
3. Belt feeder must have a depth monitor device. The depth monitor device must automatically shut down power to the belt feeder when the aggregate depth is less than 70 percent of the target depth.
4. Separate monitor device must detect the revolutions of the belt feeder. This device must automatically shut down power to the belt feeder if it detects no revolutions. If the belt feeder is an integral part of the equipment's drive chain, the monitor device is not required.
5. Aggregate belt feeder must be connected directly to the drive on the emulsion pump. The aggregate feeder drive shaft must have a revolution counter reading the nearest 0.10 revolution for micro-surfacing, and nearest 1 revolution for slurry seal.
6. Emulsion storage must be equipped with a device that automatically shuts down power to the emulsion pump and aggregate belt feeder when the level of stored emulsion is lowered. To allow for normal fluctuations, there may be a delay of 3 seconds between detection of low emulsion storage levels or low aggregate depths and automatic power shut down.
7. Emulsion storage must be located immediately before the emulsion pump.
8. Emulsion storage tank must have a temperature indicator at the pump suction level. The indicator must be accurate to ±5 degrees F.
9. No-flow and revolution warning devices must be in working condition. Low-flow indicators must be visible while walking alongside the equipment.

#### 37-3.01C(3)(c) Continuous Self-Loading Mixer Spreaders

Continuous self-loading mixer spreaders must be automatically sequenced and self-propelled. The mixing machine must deliver each material to a double shafted mixer and discharge the mixed material on a continuous flow basis. The mixing machines must have sufficient storage capacity to maintain a continuous supply of material to the proportioning controls. The mixing machine operators must have full control of forward and reverse speeds during placement.

#### 37-3.01C(3)(d) Spreader Boxes

The spreader boxes used to spread slurry seals and micro-surfacings must be:

1. Capable of spreading the slurry seal or micro-surfacing a minimum of 12 feet wide and preventing the loss of slurry seal or micro-surfacing.
2. Equipped with flexible rubber belting on each side. The belting must contact the pavement to prevent the loss of slurry seal or micro-surfacing from the box.
3. Equipped to uniformly apply the slurry seal or micro-surfacing on superelevated sections and shoulder slopes. Micro-surfacing spreader box must be equipped with reversible motor driven augers.
4. Equipped with a series of strike-off devices at its rear.
   - 4.1. The leading strike off device must be:
     - 4.1.1. Fabricated of a suitable material such as steel or stiff rubber
     - 4.1.2. Designed to maintain close contact with the pavement during spreading
     - 4.1.3. Capable of obtaining the specified thickness
     - 4.1.4. Capable of being adjusted to the various pavement cross sections
   - 4.2. The final strike-off device must be:
     - 4.2.1. Fabricated of flexible material that produces a uniform texture in the finished surface

4.2.2. Cleaned daily and changed if longitudinal scouring occurs in the slurry seal of micro-surfacing

5. Clean and free of slurry seal or micro-surfacing at the start of each work shift.

### 37-3.01C(3)(e) Shoulder Equipment

Spread the slurry seal or micro-surfacing on shoulders with a device such as an edge box that forms clean and straight joints and edges.

### 37-3.01C(3)(f) Equipment Calibration

Equipment calibration must comply with the *MPQP*. Notify the Engineer at least 5 business days before calibrating.

If the Department authorizes a truck or continuous mixer spreader, its calibration is valid for 6 months provided you:

1. Use the same truck or continuous mixer spreader verified with a unique identifying number
2. Use the same materials in compliance with the authorized mix design
3. Do not perform any repair or alteration to the proportioning systems

Calibrate the adjustable cut-off gate settings of each truck or continuous mixer spreader on the project to achieve the correct delivery rate of aggregate and emulsion per revolution of the aggregate feeder under the *MPQP*.

Checks must be performed for each aggregate source using an authorized vehicle scale.

Individual checks of the aggregate belt feeder's delivery rate to the pug mill mixer must not vary more than 2 percent from the average of 3 runs of at least 3 tons each.

Before using a variable-rate emulsion pump, the pump must be calibrated and sealed in the calibrated condition under the *MPQP*.

Individual checks of the emulsion pump's delivery rate to the pug mill mixer must not vary more than 2 percent from the average of 3 runs of at least 500 gal each.

### 37-3.01C(4) Surface Preparation

Immediately before applying slurry seals or micro-surfacings, clean the surface to receive slurry seals or micro-surfacings by removing any extraneous material affecting adhesion of the slurry seal or micro-surfacing with the existing surface. Use self-propelled power brooms or other methods such as flushing to clean the existing pavement.

### 37-3.01C(5) Placement

### 37-3.01C(5)(a) General

If truck-mounted mixer-spreaders are used, keep at least 2 operational spreaders at the job site during placement.

Spread slurry seals and micro-surfacings uniformly and do not spot, rehandle, or shift the mixture. However in areas inaccessible to spreading equipment, spread the slurry seal or micro-surfacing mixtures with hand tools or other authorized methods. If placing with hand tools, lightly dampen the area first.

You may fog the roadway surface with water ahead of the spreader box. The fog spray must be adjusted for pavement:

1. Temperature
2. Surface texture
3. Dryness

You determine the application rates for slurry seals or micro-surfacings and the Engineer authorizes the application rates. Spread within 10 percent of authorized rate.

The mixtures must be uniform and homogeneous after spreading, and there must not be separation of the emulsion and aggregate after setting.

### 37-3.01C(5)(b) Weather Conditions

Only place slurry seals or micro-surfacings if both the pavement and air temperatures are at least 50 degrees F and rising. The expected high temperature must be at least 65 degrees F within 24 hours after placement.

Do not place slurry seals or micro-surfacings if rain is imminent or the air temperature is expected to be below 36 degrees F within 24 hours after placement.

### 37-3.01C(5)(c) Joints

Transverse and longitudinal joints must be:

1. Uniform
2. Straight
3. Neat in appearance
4. Without material buildup
5. Without uncovered areas

Transverse joints must be butt-type joints.

Prevent double placement at transverse joints over previously placed slurry seals or micro-surfacings.

Place longitudinal joints:

1. On centerlines, lane lines, edge lines, or shoulder lines
2. With overlaps not more than 4 inches

You may request other longitudinal joint patterns if they do not adversely affect the slurry seals or micro-surfacings.

The maximum difference between the pavement surface and the bottom edge of a 12-foot straightedge placed perpendicular to the longitudinal joint must be 0.04 foot.

### 37-3.01C(5)(d) Finished Surfaces

Finished slurry seals or micro-surfacings must be smooth and free of irregularities such as scratch or tear marks. You may leave up to 4 marks that are up to 1 inch wide and 6 inches long per 75 linear feet of slurry seal or micro-surfacing placed. Do not leave any marks that are over 1 inch wide or 6 inches long.

### 37-3.01C(5)(e) Maintenance Sweeping

Sweep the slurry seals or micro-surfacings 24 hours after placement without damaging the slurry seals or micro-surfacings. For 4 days afterwards, sweep the slurry seals or micro-surfacings daily unless determined otherwise by the Engineer.

### 37-3.01C(5)(f) Repair of Early Distress

The slurry seals or micro-surfacings must not show bleeding, raveling, separation, or other distresses for 15 days after placing. If bleeding, raveling, delaminating, rutting, or wash-boarding occurs after placing the slurry seals or micro-surfacings, make repairs using an authorized method.

### 37-3.01D Payment

Not Used

## 37-3.02 SLURRY SEALS

### 37-3.02A General

### 37-3.02A(1) Summary

Section 37-3.02 includes specifications for applying slurry seals.

Applying a slurry seal consists of spreading a mixture of asphaltic emulsion or polymer modified asphaltic emulsion, aggregate, additives, and water on a surface or pavement.

### 37-3.02A(2) Definitions

Reserved

### 37-3.02A(3) Submittals

Immediately after sampling, submit two 1-quart wide mouth plastic containers of asphaltic emulsion or polymer modified asphaltic emulsion taken in the presence of the Engineer. Samples must be submitted in insulated shipping containers.

### 37-3.02A(4) Quality Assurance

### 37-3.02A(4)(a) General

Reserved

### 37-3.02A(4)(b) Quality Control

### 37-3.02A(4)(b)(i) General

Take samples of asphaltic emulsion and polymer modified asphaltic emulsion from the tank truck at mid load or from a sampling tap or thief. Before taking samples, draw and dispose of 1 gallon. In the presence of the Engineer take two 1-quart samples in wide mouth plastic containers with lined, sealed lids for acceptance testing.

### 37-3.02A(4)(b)(ii) Asphaltic Emulsion

For asphaltic emulsions, the authorized laboratory must perform quality control sampling and testing at the specified frequency and location for the following quality characteristics:

**Asphaltic Emulsion**

| Quality characteristic | Test method | Minimum sampling and testing frequency | Sampling location |
|---|---|---|---|
| Saybolt Furol Viscosity, at 25 °C (Saybolt Furol seconds) | AASHTO T 59 | Minimum 1 per day per delivery truck | Delivery truck |
| Sieve Test (%) | | | |
| Storage stability, 1 day (%) | | | |
| Residue by distillation (%) | | | |
| Particle charge[a] | | | |
| Tests on Residue from Distillation Test: | | | |
| Penetration, 25 °C | AASHTO T 49 | Minimum 1 per day per delivery truck | Delivery truck |
| Ductility | AASHTO T 51 | | |
| Solubility in tricloroethylene | AASHTO T 44 | | |

[a]If the result of the particle charge is inconclusive, the asphaltic emulsion must be tested for pH under ASTM E70. Grade QS1h asphaltic emulsion must have a minimum pH of 7.3. Grade CQS1h asphaltic emulsion must have a maximum pH of 6.7.

### 37-3.02A(4)(b)(iii) Polymer Modified Asphaltic Emulsion

For polymer modified asphaltic emulsions, the authorized laboratory must perform quality control sampling and testing at the specified frequency and location for the following quality characteristics:

**Polymer Modified Asphaltic Emulsion**

| Quality characteristic | Test method | Minimum sampling and testing frequency | Sampling Location |
|---|---|---|---|
| Tests on emulsion: | | | |
| Saybolt Furol Viscosity at 25 °C (Saybolt Furol seconds) | AASHTO T 59 | Minimum 1 per day per delivery truck | Delivery truck |
| Sieve test (%) | AASHTO T 59 | | |
| Storage stability after 1 day (%) | AASHTO T 59 | | |
| Residue by evaporation (min, %) | California Test 331 | | |
| Particle charge | AASHTO T 59 | | |
| Tests on residue by evaporation: | | | |
| Penetration at 25 °C | AASHTO T 49 | Minimum 1 per day per delivery truck | Delivery truck |
| Ductility at 25 °C (min, mm) | AASHTO T 51 | | |
| Torsional recovery (min, %)<br><br>Or<br><br>Polymer content based on residual asphalt (min, %) | California Test 332<br><br><br><br>California Test 401 | | |

**37-3.02A(4)(c) Department Acceptance**

For a slurry seal asphaltic emulsion and polymer modified asphaltic emulsion, acceptance is based on the Department's sampling and testing for compliance with the requirements for the quality characteristics specified.

Aggregate acceptance is based on the Department's sampling and testing for compliance with the requirements shown in the following table:

**Aggregate Acceptance Criteria**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Los Angeles Rattler loss (max, %)<br>At 500 revolutions | California Test 211[a] | 35 |
| Percent of crushed particles (min, %) | California Test 205 | 95 |
| Durability (min) | California Test 229 | 55 |
| Sand equivalent (min)<br>Type I<br>Type II<br>Type III | California Test 217 | <br>45<br>55<br>60 |

[a]California Test 211 must be performed on the source aggregate before crushing.

A sand equivalent test represents 300 tons or 1 day's production, whichever is less.

If test results for sand equivalent do not comply with the specifications, you may remove the slurry seal represented by the test results or request it remain in place with a payment deduction. If your request is authorized, the Department deducts $1.75 per ton of slurry seal for each noncompliant sand equivalent test.

**37-3.02B Materials**

**37-3.02B(1) General**

Reserved

**37-3.02B(2) Asphaltic Emulsions**

An asphaltic emulsion must comply with the requirements in Section 94. The asphaltic emulsion must be Grade CQS1h.

### 37-3.02B(3) Polymer Modified Asphaltic Emulsions

A polymer modified asphaltic emulsion must:

1. Consist of an elastomeric polymer mixed with an asphaltic material uniformly emulsified with water and an emulsifying or stabilization agent.
2. Use either neoprene polymer or butadiene and styrene copolymer. The polymer must be homogeneous and milled into the asphaltic emulsion at the colloid mill.
3. Be Grade PMCQS1h and must comply with the requirements shown in the following table:

**Polymer Modified Asphaltic Emulsion Requirements**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Tests on emulsion: | | |
| Saybolt Furol Viscosity at 25 °C (Saybolt Furol seconds) | AASHTO T 59 | 15–90 |
| Sieve test (%) | AASHTO T 59 | 0–0.3 |
| Storage stability after 1 day (%) | AASHTO T 59 | 0–1 |
| Residue by evaporation (min, %) | California Test 331 | 60 |
| Particle charge | AASHTO T 59 | Positive |
| Tests on residue by evaporation: | | |
| Penetration at 25 °C | AASHTO T 49 | 40–90 |
| Ductility at 25 °C (min, mm) | AASHTO T 51 | 400 |
| Torsional recovery (min, %)<br><br>Or<br><br>Polymer content based on residual asphalt (min, %) | California Test 332<br><br><br><br>California Test 401 | 18<br><br><br><br>2.5 |

### 37-3.02B(4) Aggregate

Aggregate must comply with the quality characteristic requirements shown in the following table:

**Aggregate Requirements**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Los Angeles Rattler loss (max, %)<br>At 500 revolutions | California Test 211[a] | 35 |
| Percent of crushed particles (min, %) | California Test 205 | 95 |
| Durability (min) | California Test 229 | 55 |
| Sand equivalent (min)<br>Type I<br>Type II<br>Type III | California Test 217 | <br>45<br>55<br>60 |

[a]California Test 211 must be performed on the source aggregate before crushing. The aggregate supplier must certify that the crushed aggregate being used on the project is manufactured from the source aggregate complying with the LA rattler requirements.

### 37-3.02B(5) Slurry Seal Mix Design

The slurry seal mix design, using project source aggregate, an asphaltic emulsion, and set-control agents if any, must comply with the requirements shown in the following table:

**Slurry Seal Mix Design Requirements**

| Quality characteristic | Test method[a] | Requirement |
|---|---|---|
| Consistency (max, mm) | Technical Bulletin 106 | 30 |
| Wet stripping | Technical Bulletin 114 | Pass |
| Compatibility | Technical Bulletin 115 | Pass[b] |
| Cohesion test, within 1 hour (min, kg-mm) | Technical Bulletin 139 | 200 |
| Wet track abrasion (max, $g/m^2$) | Technical Bulletin 100 | 810 |

[a]Test methods are by the International Slurry Surfacing Association.
[b]Mixing test must pass at the maximum expected air temperature at the job site during placement.

The mix design must have the percent of asphaltic residue, based on percentage by weight of the dry aggregate, within the ranges shown in the following table:

| Slurry seal type | Residue range |
|---|---|
| Type I | 10–16 |
| Type II | 7.5–13.5 |
| Type III | 6.5–12.0 |

Determine the exact percentage based on the design asphalt binder content and the asphalt residual content of the asphaltic emulsion furnished.

### 37-3.02C Construction

#### 37-3.02C(1) General

Reserved

#### 37-3.02C(2) Proportioning

After proportioning, slurry seal mixtures must be workable.

#### 37-3.02C(3) Mixing and Spreading Equipment

Reserved

#### 37-3.02C(4) Placement

The slurry seal spread rates must be within the ranges shown in the following table:

**Slurry Seal Spread Rates**

| Slurry seal type | Application range (lb of dry aggregate/sq yd) |
|---|---|
| Type I | 8–12 |
| Type II | 10–18 |
| Type III | 20–25 |

Within 4 hours after placement, slurry seals must be set enough to allow traffic without pilot cars. Protect slurry seals from damage until it has set and will not adhere or be picked up by vehicle tires. Slurry seals must not exhibit distress from traffic such as bleeding, raveling, separation or other distresses.

### 37-3.02D Payment

The payment quantity for slurry seal is the weight determined by combining the weights of the aggregate and asphaltic emulsion or polymeric asphaltic emulsion. The payment quantity for slurry seal does not include the weights of the added water and set-control additives.

## 37-3.03 MICRO-SURFACINGS

### 37-3.03A General

#### 37-3.03A(1) Summary

Section 37-3.03 includes specifications for applying micro-surfacings.

Applying a micro-surfacing consists of spreading a mixture of a micro-surfacing emulsion, water, additives, mineral filler, and aggregate on the pavement.

### 37-3.03A(2) Definitions

Reserved

### 37-3.03A(3) Submittals

Immediately after sampling, submit two 1-quart wide mouth plastic containers of micro-surfacing emulsion taken in the presence of the Engineer. Samples must be submitted in insulated shipping container.

### 37-3.03A(4) Quality Assurance

#### 37-3.03A(4)(a) General

Reserved

#### 37-3.03A(4)(b) Quality Control

#### 37-3.03A(4)(b)(i) General

Reserved

#### 37-3.03A(4)(b)(ii) Micro-surfacing Emulsions

Take samples from the truck tank at mid load from a sampling tap or thief. Before taking samples, draw and dispose of 1 gallon. In the presence of the Engineer, take two 1-quart wide mouth plastic containers for acceptance testing.

For a micro-surfacing emulsion, the authorized laboratory must perform quality control sampling and testing at the specified frequency and location for the quality characteristics shown in the following table:

**Micro-Surfacing Emulsion**

| Quality characteristic | Test method | Minimum sampling and testing frequency | Sampling location |
|---|---|---|---|
| Tests on emulsion: | | | |
| Saybolt Furol Viscosity, at 25°C (Saybolt Furol seconds) | AASHTO T 59 | Minimum 1 per day per delivery truck | Delivery truck |
| Storage stability, 1 day (max, %)[a] | | | |
| Sieve test (max, %) | | | |
| Residue by evaporation (min, %) | California Test 331 | Minimum 1 per day per delivery truck | Delivery truck |
| Tests on residue from evaporation test: | | | |
| Penetration at 25 °C | AASHTO T 49 | Minimum 1 per day per delivery truck | Delivery truck |
| Softening point (min, ºC) | AASHTO T 53 | | |

[a]Storage stability test will be run if the storage exceeds 48 hours

#### 37-3.03A(4)(c) Department Acceptance

For micro-surfacing emulsions, acceptance is based on the Department's sampling and testing for compliance with the requirements shown in the following table:

**Micro-surfacing Emulsion Acceptance Criteria**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Tests on emulsion: | | |
| Saybolt Furol Viscosity at 25 °C (Saybolt Furol seconds) | AASHTO T 59 | 15–90 |
| Sieve test (%) | AASHTO T 59 | 0.30 |
| Storage stability, 1 day (max, %) | AASHTO T 59 | 0–1 |
| Settlement[a], 5 days (max, %) | ASTM D244 | 5 |
| Residue by evaporation (min, %) | California Test 331 | 62 |
| Tests on residue by evaporation: | | |
| Penetration at 25 °C | AASHTO T 49 | 40–90 |
| Softening point (min, ºC) | AASHTO T 53 | 57 |

[a]Settlement test on emulsion is not required if used within 48 hours of shipment.

Acceptance of aggregate, except mineral filler, is based on the Department's sampling and testing for compliance with the requirements shown in the following table:

**Aggregate Acceptance Criteria**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Los Angeles Rattler loss (max, %)<br>At 500 revolutions | California Test 211[a] | 35 |
| Percent of crushed particles (min, %) | California Test 205 | 95 |
| Durability (min) | California Test 229 | 65 |
| Sand equivalent (min)<br>Type II<br>Type III | California Test 217 | <br>65<br>65 |

[a]California Test 211 must be performed on the aggregate before crushing. The aggregate supplier must certify that the crushed aggregate being used on the project is manufactured from the source aggregate complying with the LA rattler requirements.

An aggregate sand equivalent test represents 300 tons or 1 day's production, whichever is less.

If the test results for aggregate sand equivalent do not comply with the specifications, you may remove the micro-surfacing represented by the test results or request it remain in place with a payment deduction. If your request is authorized, the Department deducts $2.00 per ton of micro-surfacing for each noncompliant aggregate sand equivalent test.

### 37-3.03B Materials

#### 37-3.03B(1) General

Reserved

#### 37-3.03B(2) Micro-surfacing Emulsions

A micro-surfacing emulsion must be a homogeneous mixture of asphalt, an elastomeric polymer and an emulsifier solution.

Add an elastomeric polymer modifier to asphalt or emulsifier solution before emulsification. An elastomeric polymer solid must be a minimum of 3 percent by weight of the micro-surfacing emulsion's residual asphalt.

A micro-surfacing emulsion must comply with the requirements shown in the following table:

**Micro-surfacing Emulsion Requirements**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Tests on emulsion: | | |
| Saybolt Furol Viscosity at 25 °C (Saybolt Furol seconds) | AASHTO T 59 | 15–90 |
| Sieve test (%) | AASHTO T 59 | 0.30 |
| Storage stability, 1 day (max, %) | AASHTO T 59 | 0–1 |
| Settlement[a], 5 days (max, %) | ASTM D244 | 5 |
| Residue by evaporation (min, %) | California Test 331 | 62 |
| Tests on residue by evaporation: | | |
| Penetration at 25 °C | AASHTO T 49 | 40–90 |
| Softening point (min, ºC) | AASHTO T 53 | 57 |

[a]Settlement test on emulsion is not required if used within 48 hours of shipment.

### 37-3.03B(3) Aggregate

Aggregate must comply with the quality characteristic requirements shown in the following table:

**Aggregate Requirements**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Los Angeles Rattler loss (max, %)<br>At 500 revolutions | California Test 211[a] | 35 |
| Percent of crushed particles (min, %) | California Test 205 | 95 |
| Durability (min) | California Test 229 | 65 |
| Sand equivalent (min)<br>Type II<br>Type III | California Test 217 | <br>65<br>65 |

[a]California Test 211 must be performed on the source aggregate before crushing. The aggregate supplier must certify that the crushed aggregate being used on the project is manufactured from the source aggregate complying with the LA rattler requirements.

### 37-3.03B(4) Mineral Fillers

If a mineral filler is used, it must be type I or type II Portland cement. A mineral filler used during mix design must be used during production.

### 37-3.03B(5) Micro-Surfacing Mix Designs

The micro-surfacing mix design must have the material proportion limits shown in the following table:

**Micro-surfacing Mix Design Proportion Limits**

| Material | Proportion limits |
|---|---|
| Micro-surfacing emulsion asphalt residual content (% of dry weight of aggregate) | 5.5–10.5 |
| Water and additives | As Required |
| Mineral filler (% of dry weight of aggregate) | 0–3 |

The micro-surfacing mix design must comply with the requirements shown in the following table:

**Micro-surfacing Mix Design Requirements**

| Quality characteristics | Test method[a] | Requirement |
|---|---|---|
| Wet cohesion<br>At 30 minutes (set) (min, kg-cm)<br>At 60 minutes (traffic) (min, kg-cm) | Technical Bulletin 139 | <br>12<br>20 |
| Excess asphalt (max, $g/m^2$) | Technical Bulletin 109 | 540 |
| Wet stripping (min, %) | Technical Bulletin 114 | 90 |
| Wet track abrasion loss<br>6-day soak (max, $g/m^2$) | Technical Bulletin 100 | <br>810 |
| Displacement<br>Lateral (max, %)<br>Specific gravity after 1000 cycles of 57 kg (max) | Technical Bulletin 147A | <br>5<br>2.10 |
| Classification compatibility (min, grade points) | Technical Bulletin 144 | (AAA, BAA) 11 |
| Mix time at 25 °C (min) | Technical Bulletin 113 | Controllable to 120 seconds |

[a]Test methods are by the International Slurry Surfacing Association.

### 37-3.03B(6) Tack Coats

If there is a bid item for tack coat, you must coat the pavement surface with an asphaltic emulsion mixed with additional water before applying a micro-surfacing. The maximum ratio of water to asphaltic emulsion must be 2 to 1. Apply the tack coat at a rate from 0.08 to 0.15 gal/sq yd. The exact rate must be authorized.

You determine the grade of slow-setting or quick setting asphaltic emulsion to be used.

## 37-3.03C Construction

### 37-3.03C(1) General

Reserved

### 37-3.03C(2) Proportioning

Field conditions may require adjustments to the proportions within the authorized mix design during construction.

### 37-3.03C(3) Mixing and Spreading Equipment

#### 37-3.03C(3)(a) General

Reserved

#### 37-3.03C(3)(b) Scratch Course Boxes

Spread the scratch courses with the same type of spreader box used to spread micro-surfacings except use an adjustable steel strike-off device instead of a final strike-off device.

#### 37-3.03C(3)(c) Wheel Path Depression Boxes

Each wheel path depression box must have adjustable strike-off device between 5 and 6 feet wide to regulate depth. The wheel path depression box must also have devices such as hydraulic augers capable of:

1. Moving the mixed material from the rear to the front of the filling chamber
2. Guiding larger aggregate into the deeper section of the wheel path depression
3. Forcing the finer material towards the outer edges of the spreader box

### 37-3.03C(4) Test Strips

If micro-surfacing placement will require more than 1 day, you must construct a test strip. The test strip must be:

1. From 300 to 450 feet long
2. The same as the full production micro-surfacing
3. On 1 of the application courses specified at an authorized location

4. At the same time of day or night the full production micro-surfacing is to be applied

If multiple application courses are specified, you may construct test strips over 2 days or nights.

The Engineer evaluates the test strip after traffic has used it for 12 hours. If the Engineer determines the mix design or placement procedure is unacceptable, make modifications and construct a new test strip for the Engineer's evaluation.

**37-3.03C(5) Placement**

**37-3.03C(5)(a) General**

Reserved

**37-3.03C(5)(b) Repair Wheel Path Depressions**

If repairing wheel path depressions is shown in plans, fill wheel path depressions and irregularities with micro-surfacing material before spreading micro-surfacing. If the depressions are less than 0.04 foot deep, fill with a scratch course. If the depressions are 0.04 foot deep or more, fill the depressions using a wheel path depression box.

Spread scratch courses by adjusting the steel strike-off of a scratch course box until it is directly in contact with the pavement surface.

Spread micro-surfacings with a wheel path depression box leaving a slight crown at the surface. Use multiple applications to fill depressions more than 0.12 foot deep. Do not apply more than 0.12 foot in a single application.

Allow traffic to compact each filled wheel path depression for a minimum of 12 hours before placing additional micro-surfacings.

**37-3.03C(5)(c) Micro-surfacing Pavement Surfaces**

The micro-surfacing spread rates must be within the ranges shown in the following table:

| Micro-surfacing type | Application range (lb of dry aggregate/sq yd) |
|---|---|
| Type II | 10–20 |
| Type III[a] | 20–32 |
| Type III[b] | 30–32 |

[a]Over asphalt concrete pavement
[b]Over concrete pavement and concrete bridge decks

Within 2 hours after placement, micro-surfacings must be set enough to allow traffic without pilot cars. Protect the micro-surfacings from damage until it has set and will not adhere or be picked up by vehicle tires. Micro-surfacings must not exhibit distress from traffic such as bleeding, raveling, separation or other distresses.

**37-3.03D Payment**

The payment quantity for micro-surfacing is the weight determined by combining the weights of the aggregate and micro-surfacing emulsion. The payment quantity for micro-surfacing does not include the weights of added water, mineral filler, and additives.

**37-3.04 RUBBERIZED AND MODIFIED SLURRY SEALS**

Reserved

## 37-4 FOG SEALS AND FLUSH COATS

**37-4.01 GENERAL**

**37-4.01A General**

**37-4.01A(1) Summary**

Section 37-4.01 includes general specifications for applying fog seals and flush coats.

**37-4.01A(2) Definitions**

Reserved

**37-4.01A(3) Submittals**

At least 15 days before use, submit:

1. Sample of asphaltic emulsion in two 1-quart plastic container with lined, sealed lid
2. Asphaltic emulsion information and test data as follows:
   - 2.1. Supplier
   - 2.2. Type/Grade of asphalt emulsion
   - 2.3. Copy of the specified test results for asphaltic emulsion

**37-4.01B Materials**

Not Used

**37-4.01C Construction**

**37-4.01C(1) General**

Reserved

**37-4.01C(2) Weather Conditions**

Only place a fog seal or flush coat if both the pavement and ambient temperatures are at least 50 degrees F and rising. Do not place a fog seal or flush coat within 24 hours of rain or within 24 hours of forecast rain or freezing temperatures.

**37-4.01D Payment**

Not Used

**37-4.02 FOG SEALS**

**37-4.02A General**

**37-4.02A(1) Summary**

Section 37-4.02 includes specifications for applying fog seals.

Applying a fog seal includes applying a diluted slow-setting or quick setting asphaltic emulsion.

**37-4.02A(2) Definitions**

Reserved

**37-4.02A(3) Submittals**

Immediately after sampling, submit two 1-quart plastic container of asphaltic emulsion taken in the presence of the Engineer. Samples must be submitted in insulated shipping container.

**37-4.02A(4) Quality Assurance**

**37-4.02A(4)(a) General**

Reserved

**37-4.02A(4)(b) Quality Control**

**37-4.02A(4)(b)(i) General**

Reserved

**37-4.02A(4)(b)(ii) Asphaltic Emulsions**

Circulate asphaltic emulsions in the distributor truck before sampling. Take samples from the distributor truck at mid load or from a sampling tap or thief. Before taking samples, draw and dispose of 1 gallon. In the presence of the Engineer, take asphalt emulsion sample in two 1-quart plastic container with lined, sealed lid.

For asphaltic emulsions, the authorized laboratory must perform quality control sampling and testing at the specified frequency and location for the following quality characteristics:

**Asphaltic Emulsion**

| Quality characteristic | Test Method | Minimum sampling and testing frequency | Sampling location |
|---|---|---|---|
| Saybolt Furol Viscosity, at 25 °C (Saybolt Furl seconds) | AASHTO T 59 | Minimum 1 per day per delivery truck | Distributor truck |
| Sieve Test (%) | | | |
| Storage stability, 1 day (%) | | | |
| Residue by distillation (%) | | | |
| Particle charge[a] | | | |
| Tests on Residue from Distillation Test: | | | |
| Penetration, 25 °C | AASHTO T 49 | Minimum 1 per day per delivery truck | Distributor truck |
| Ductility | AASHTO T 51 | | |
| Solubility in tricloroethylene | AASHTO T 44 | | |

[a]If the result of the particle charge is inconclusive, the asphaltic emulsion must be tested for pH under ASTM E70. Grade QS1h asphaltic emulsion must have a minimum pH of 7.3. Grade CQS1h asphaltic emulsion must have a maximum pH of 6.7.

### 37-4.02A(4)(b)(iii) Asphaltic Emulsion Spread Rates

For fog seals, the authorized laboratory must perform sampling and testing at the specified frequency and location for the following quality characteristics:

**Fog Seal Quality Control Requirements**

| Quality characteristic | Test method | Minimum sampling and testing frequency | Location of sampling |
|---|---|---|---|
| Asphaltic emulsion spread rate (gal/sq yd) | California Test 339 | 2 per day | Pavement surface |

### 37-4.02A(4)(c) Department Acceptance

Fog seal acceptance is based on:

1. Visual inspection for the following:
   1.1. Uniform surface texture throughout the work limits
   1.2. Flushing consisting of the occurrence of a film of asphaltic material on the surface
   1.4 Streaking consisting of alternating longitudinal bands of asphaltic emulsion approximately parallel with the lane line
2. The Department's sampling and testing for compliance with the requirements for the quality characteristics specified in section 94 for asphaltic emulsion
3. Department's sampling and testing for compliance with the requirements for fog seal shown in the following table:

**Fog Seal Acceptance Criteria**

| Quality Characteristic | Test Method | Requirement |
|---|---|---|
| Asphaltic emulsion spread rate (gal/sq yd) | California Test 339 | TV ± 10% |

### 37-4.02B Materials

You determine the grade of slow-setting or quick setting asphaltic emulsion to be used.

### 37-4.02C Construction

Apply asphaltic emulsions for fog seals at a residual asphalt rate from 0.02 to 0.06 gal/sq yd.

If additional water is added to the asphaltic emulsions, the resultant mixture must not be more than 1 part asphaltic emulsion to 1 part water. You determine the dilution rate.

If the fog seals become tacky, sprinkle water as required.

If fog seals and chip seals are on the same project, the joint between the seal coats must be neat and uniform.

### 37-4.02D Payment

The Department does not adjust the unit price for an increase or decrease in the asphaltic emulsion quantity.

## 37-4.03 FLUSH COATS

### 37-4.03A General

#### 37-4.03A(1) Summary

Section 37-4.03 includes specifications for applying flush coats.

Applying a flush coat includes applying a fog seal coat followed by sand.

#### 37-4.03A(2) Definitions

Reserved

#### 37-4.03A(3) Submittals

At least 15 days before use, submit:

1. Proposed target X values for sand gradation.
2. Gradation test results for sand

Submit quality control test results for sand gradation within 2 business days of sampling.

#### 37-4.03A(4) Quality Assurance

#### 37-4.03A(4)(a) General

Reserved

#### 37-4.03A(4)(b) Quality Control

For sand, the authorized laboratory must perform sampling and testing at the specified frequency and location for the following quality characteristics:

**Sand Quality Control**

| Quality characteristic | Test method | Minimum sampling and testing frequency | Location of sampling |
|---|---|---|---|
| Gradation (% passing by weight) | California Test 202 | 1 per day | See California Test 125 |

#### 37-4.03A(4)(c) Department Acceptance

Flush coat acceptance is based on fog seal acceptance and the following:

1. Visual inspection for uniform application of sand.
2. Sand acceptance is based on the Department's sampling and testing for compliance with the requirements shown in the following table:

**Sand Gradation Acceptance Criteria**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Gradation (% passing by weight)<br>Sieve size: | California Test 202 | |
| 3/8" | | 100 |
| No. 4 | | 93–100 |
| No. 8 | | 61–99 |
| No. 16 | | X ± 13 |
| No. 30 | | X ± 12 |
| No. 50 | | X ± 9 |
| No.100 | | 1–15 |
| No. 200 | | 0–10 |

NOTE: "X" is the gradation that you propose to furnish for the specific sieve size.

### 37-4.03B Material

#### 37-4.03B(1) General

Reserved

#### 37-4.03B(2) Sand

Sand must be free from deleterious coatings, clay balls, roots, bark, sticks, rags, and other extraneous material.

Sand for a flush coat must comply with the gradations shown in the following table:

**Sand Gradation**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Gradation (% passing by weight)<br>Sieve size: | California Test 202 | |
| 3/8" | | 100 |
| No. 4 | | 93–100 |
| No. 8 | | 61–99 |
| No. 16 | | X ± 13 |
| No. 30 | | X ± 12 |
| No. 50 | | X ± 9 |
| No.100 | | 1–15 |
| No. 200 | | 0–10 |

NOTE: "X" is the gradation that you propose to furnish for the specific sieve size.

Fine aggregate sizes must be distributed such that the difference between the total percentage passing the No. 16 and No. 30 sieves is from 10 to 40, and the difference between the percentage passing the No. 30 and No. 50 sieves is from 10 to 40.

### 37-4.03C Construction

#### 37-4.03C(1) General

During flush coat activities, close adjacent lanes to traffic. Do not track asphaltic emulsion on existing pavement surfaces.

Apply sand immediately after applying asphaltic emulsions.

Spread sand aggregate with a mechanical device that spreads sand at a uniform rate over the full width of a traffic lane in a single application. Spread sand at a rate from 2 to 6 lb/sq yd. You determine the application rates for sand and the Engineer authorizes the application rate.

#### 37-4.03C(2) Sweeping

Sweep loose sand material remaining on the surface 24 hours after application.

### 37-4.03D Payment

The Department does not adjust the unit price for an increase or decrease in the sand cover (seal) quantity.

## 37-5 PARKING AREA SEALS

### 37-5.01 GENERAL

### 37-5.01A Summary

Section 37-5 includes specifications for applying parking area seals. Sealing a parking area consists of spreading a mixture of asphaltic emulsion, aggregate, polymer, and water.

### 37-5.01B Definitions

Reserved

### 37-5.01C Submittals

At least 15 days before starting placement, submit a 20 lb sample of the aggregate to be used.

At least 10 days before starting placement, submit:

1. Name of the authorized laboratory to perform testing and mix design.
2. Laboratory report of test results and a proposed mix design. The report and mix design must include the specific materials to be used and show a comparison of test results and specifications. The mix design report must include the quantity of water allowed to be added at the job site. The authorized laboratory performing the tests must sign the original laboratory report and mix design.
3. Manufacturer's data for oil seal primer and polymer.

If the mix design consists of the same materials covered by a previous laboratory report, you may submit the previous laboratory report that must include material testing data performed within the previous 12 months for authorization.

If you request substitute materials, submit a new laboratory report and mix design at least 10 days before starting placement.

Submit a certificate of compliance for the parking area seal material.

Immediately after sampling, submit two 1-quart plastic containers of parking area seal taken in the presence of the Engineer. Samples must be submitted in insulated shipping containers.

### 37-5.01D Quality Assurance

#### 37-5.01D(1) General

Reserved

#### 37-5.01D(2) Quality Control

##### 37-5.01D(2)(a) General

Reserved

##### 37-5.01D(2)(b) Asphaltic Emulsions

For an asphaltic emulsion, the authorized laboratory must perform quality control sampling and testing at the specified frequency and location for the following quality characteristics:

**Asphaltic Emulsion**

| Quality characteristic | Test Method | Minimum sampling and testing frequency | Sampling location |
|---|---|---|---|
| Saybolt Furol Viscosity, at 25 °C (Saybolt Furol seconds) | AASHTO T 59 | Minimum 1 per day per delivery truck | Distributor truck |
| Sieve Test (%) | | | |
| Storage stability, 1 day (%) | | | |
| Residue by distillation (%) | | | |
| Particle charge[a] | | | |
| Tests on Residue from Distillation Test | | | |
| Penetration, 25 °C | AASHTO T 49 | Minimum 1 per day per delivery truck | Distributor truck |
| Ductility | AASHTO T 51 | | |
| Solubility in trichloroethylene | AASHTO T 44 | | |

[a]If the result of the particle char is inconclusive, the asphaltic emulsion must be tested for pH under ASTM E70. Grade QS1h asphaltic emulsion must have a minimum pH of 7.3. Grade CQS1h asphaltic emulsion must have a maximum pH of 6.7.

### 37-5.01D(2)(c) Sand

For sand, the authorized laboratory must perform sampling and testing at the specified frequency and location for the following quality characteristics:

**Sand Quality Control**

| Quality characteristic | Test method | Minimum sampling and testing frequency | Location of sampling |
|---|---|---|---|
| Gradation (% passing by weight) | California Test 202 | One per project | See California Test 125 |

### 37-5.01D(2)(d) Parking Area Seals

For a parking area seal, the authorized laboratory must perform quality control sampling and testing at the specified frequency for the following quality characteristics:

**Parking Area Seal Requirements**

| Quality characteristic | Test method | Frequency |
|---|---|---|
| Mass per liter (kg) | ASTM D244 | One per project |
| Cone penetration (mm) | California Test 413 | |
| Nonvolatile (%) | ASTM D2042[a] | |
| Nonvolatile soluble in trichloroethylene (%) | | |
| Wet track abrasion (g/m$^2$) | ASTM D3910 | |
| Dried film color | -- | |
| Viscosity (KU)[b] | ASTM D562 | |

[a]Weigh 10 g of homogenous material into a previously tarred, small can. Place in a constant temperature oven at 165 ± 5 °C for 90 ± 3 minutes. Cool, reweigh, and calculate nonvolatile components as a percent of the original weight.
[b]Krebs units

### 37-5.01D(3) Department Acceptance

Parking area seal acceptance is based on:

1. Visual inspection for:
   - 1.1. Uniform surface texture throughout the work limits
   - 1.2 Marks in the surface:
     - 1.2.1. Up to 4 marks in the completed parking area seal that are up to 1 inch wide and up to 6 inches long per 1,000 square feet of parking area seal placed.
     - 1.2.2. No marks in the completed parking area seal surface that are over 1 inch wide or 6 inches long.

1.2. Raveling consisting of the separation of the aggregate from the asphaltic emulsion
1.3. Bleeding consisting of the occurrence of a film of asphaltic material on the surface of the parking area seal
1.4 Delaminating of the parking area seal from the existing pavement
1.5 Rutting or wash-boarding

2. The Department's sampling and testing of aggregate for compliance with 100 percent passing no. 16 sieve under California Test 202
3. The Department's sampling and testing for compliance with the requirements shown in the following table:

**Parking Area Seal Acceptance Criteria**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Mass per liter (min, kg) | ASTM D244 | 1.1 |
| Cone penetration (mm) | California Test 413 | 340–700 |
| Nonvolatile (min, %) | ASTM D2042[a] | 50 |
| Nonvolatile soluble in trichloroethylene (%) | | 10–35 |
| Wet track abrasion (max, $g/m^2$) | ASTM D3910 | 380 |
| Dried film color | -- | Black |
| Viscosity (min, KU)[b] | ASTM D562 | 75 |

[a]Weigh 10 g of homogenous material into a previously tared, small ointment can. Place in a constant temperature oven at 165 ± 5 °C for 90 ± 3 minutes. Cool, reweigh, and calculate nonvolatile components as a percent of the original weight.
[b]Krebs units

### 37-5.02 MATERIALS

#### 37-5.02A General

Aggregate must be clean, hard, durable, uncoated, and free from organic and deleterious substances. One hundred percent of the aggregate must pass the no. 16 sieve.

Asphaltic emulsion must be either Grade SS1h or CSS1h, except the values for penetration at 25 degrees C for tests on residue from distillation must be from 20 to 60.

Polymer must be either neoprene, ethylene vinyl acetate, or a blend of butadiene and styrene.

Oil seal primer must be a quick-drying emulsion with admixtures. Oil seal primer must be manufactured to isolate the parking area seal from pavement with residual oils, petroleum grease, and spilled gasoline.

Crack sealant must comply with section 37-6.

Water must be potable and not separate from the emulsion before the material is placed.

#### 37-5.02B Mix Design

The proposed mix design for a parking area seal must comply with the requirements shown in the following table:

**Parking Area Seal Mix Design Requirements**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Mass per liter (min, kg) | ASTM D244 | 1.1 |
| Cone penetration (mm) | California Test 413 | 340–700 |
| Nonvolatile (min, %) | ASTM D2042[a] | 50 |
| Nonvolatile soluble in trichloroethylene (%) | | 10–35 |
| Wet track abrasion (max, $g/m^2$) | ASTM D3910 | 380 |
| Dried film color | -- | Black |
| Viscosity (min, KU)[b] | ASTM D562 | 75 |

[a]Weigh 10 g of homogenous material into a previously tarred, small ointment can. Place in a constant temperature oven at 165 ± 5 °C for 90 ± 3 minutes. Cool, reweigh, and calculate nonvolatile components as a percent of the original weight.
[b]Krebs units

A parking area seal must contain a minimum of 2 percent polymer by volume of undiluted asphaltic emulsion.

### 37-5.02C Proportioning

Parking area seal ingredients must be mixed at a central plant. The plant must include mechanical or electronic controls that consistently proportion the ingredients. Mix an asphaltic emulsion with the other ingredients mechanically.

Store the parking area seal in a tank equipped with mixing or agitation devices. Keep stored materials thoroughly mixed. Protect stored materials from freezing conditions.

## 37-5.03 CONSTRUCTION

### 37-5.03A General

Request that the Engineer shut off the irrigation control system at least 5 days before placing the seal. Do not water plants adjacent to the seal at least 24 hours before and after the seal coat placement.

### 37-5.03B Surface Preparations

If cracks in the existing pavement are from 1/4 to 1 inch wide, treat the cracks under section 37-6. Do not place the parking area seals until the Engineer determines that the crack treatments are cured.

If cracks in the existing pavement are greater than 1 inch wide, the Engineer orders the repair. This work is change order work.

After any crack treatment and before placing parking area seals, clean the pavement surface, including removal of oil and grease spots. Do not use solvents.

If cleaning the pavement with detergents, thoroughly rinse with water. Allow all water to dry before placing parking area seals.

You must seal oil and grease spots that remain after cleaning. Use an oil seal primer and comply with the manufacturer's instructions.

If the existing pavement has oil and grease spots that do not come clean and sealing is insufficient, the Engineer orders the repair of the pavement. This work is change order work.

Before placing the parking area seals, dampen the pavement surface using a distributor truck. Place the seal on the damp pavement but do not place it with standing water on the pavement.

### 37-5.03C Placement

If adding water at the job site based on the manufacturer's instructions for consistency and spreadability, do not exceed 15 percent by volume of undiluted asphaltic emulsion.

Place the parking area seals in 1 or more application. The seals must be uniform and smooth, free of ridges or uncoated areas.

If placing in multiple applications, allow the last application to thoroughly dry before the subsequent application.

Do not allow traffic on the parking area seals for at least 24 hours after placement.

Do not stripe over the parking area seals until it is dry.

### 37-5.04 PAYMENT

The payment quantity for parking area seal is the weight determined by combining the weights of the aggregate and asphaltic emulsion. The payment quantity for parking area seal does not include the added water and set-control additive.

## 37-6 CRACK TREATMENTS

### 37-6.01 GENERAL

#### 37-6.01A Summary

Section 37-6 includes specifications for treating cracks in asphalt concrete pavement.

#### 37-6.01B Definitions

Reserved

#### 37-6.01C Submittals

If your selected crack treatment material is on the Authorized Material List for flexible pavement crack treatment material, submit a certificate of compliance including:

1. Manufacturer's name
2. Production location
3. Brand or trade name
4. Designation
5. Batch or lot number
6. Crack treatment material type
7. Contractor or subcontractor name
8. Contract number
9. Lot size
10. Shipment date
11. Manufacturer's signature

If your selected crack treatment material is not on the Authorized Material List for flexible pavement crack treatment material, submit a sample and test results from each batch or lot 20 days before use. Testing must be performed by an authorized laboratory and test results must show compliance with the specifications. Test reports must include the information specified for the certificate of compliance submittal. Each hot-applied crack treatment material sample must be a minimum of 3 lb and submitted in a silicone release container. Each cold-applied crack treatment material sample must be a minimum of 2 quarts and submitted in a plastic container.

At least 10 days before the start of work, submit sand gradation test results under California Test 202.

Submit the following with each delivery of crack treatment material to the job site:

1. Manufacturer's heating and application instructions
2. Manufacturer's SDS
3. Name of the manufacturer's recommended detackifying agent

#### 37-6.01D Quality Assurance

##### 37-6.01D(1) General

Hot-applied crack treatment material must be sampled at least once per project in the Engineer's presence. Collect two 3-pounds-minimum samples of crack treatment material from the dispensing wand into silicone release boxes.

Cold-applied crack treatment material must be sampled at least once per project in the Engineer's presence. Collect 2 samples of crack treatment material from the dispensing wand into 1-quart containers.

### 37-6.01D(2) Quality Control

Reserved

### 37-6.01D(3) Department Acceptance

Crack treatment acceptance is based on:

1. Visual inspection for uniform filling of cracks throughout the work limits including:
   1.2. Crack treatment is not more than a 1/4 inch below the specified level
   1.3. Sealant failures
   1.4. Crack re-opening
   1.5. Crack overbanding is less than 3 inches wide
2. The Department's sampling and testing for compliance with the requirements shown in the following table:

**Crack Treatment Acceptance Criteria**

| Quality characteristic[a] | Test method[b] | Requirement | | | | |
|---|---|---|---|---|---|---|
| | | Type 1 | Type 2 | Type 3 | Type 4 | Type 5 |
| Softening point (min, °C) | ASTM D36 | 102 | 96 | 90 | 84 | 84 |
| Cone penetration at 77 °F (max) | ASTM D5329 | 35 | 40 | 50 | 70 | 90 |
| Resilience at 77 °F, unaged (%) | ASTM D5329 | 20–60 | 25–65 | 30–70 | 35–75 | 40–80 |
| Flexibility (°C)[c] | ASTM D3111 | 0 | 0 | 0 | -11 | -28 |
| Tensile adhesion (min, %) | ASTM D5329 | 300 | 400 | 400 | 500 | 500 |
| Specific gravity (max) | ASTM D70 | 1.25 | 1.25 | 1.25 | 1.25 | 1.25 |
| Asphalt compatibility | ASTM D5329 | Pass | Pass | Pass | Pass | Pass |
| Sieve test (% passing) | See note d | 100 | 100 | 100 | 100 | 100 |

[a]Cold-applied crack treatment material residue collected under ASTM D6943, Method B and sampled under ASTM D140 must comply with the grade specified.
[b]Except for viscosity, cure each specimen at a temperature of 23 ± 2 °C and a relative humidity of 50 ± 10 percent for 24 ± 2 hours before testing.
[c]For the flexibility test, the specimen size must be 6.4 ± 0.2 mm thick by 25 ± 0.2 mm wide by 150 ± 0.5 mm long. The test mandrel diameter must be 6.4 ± 0.2 mm. The bend arc must be 180 degrees. The bend rate must be 2 ± 1 seconds. At least 4 of 5 test specimens must pass at the specified test temperature without fracture, crazing, or cracking.
[d]For hot-applied crack treatment, dilute with toluene and sieve through a no. 8 sieve. For cold-applied crack treatment, sieve the material as-received through a no. 8 sieve. If the manufacturer provides a statement that added components passed the no. 16 sieve before blending, this requirement is void.

## 37-6.02 MATERIALS

### 37-6.02A General

Reserved

### 37-6.02B Crack Treatment Material

A crack treatment material must comply with the requirements shown in the following table:

**Crack Treatment Material**

| Quality characteristic[a] | Test method[b] | Requirement | | | | |
|---|---|---|---|---|---|---|
| | | Type 1 | Type 2 | Type 3 | Type 4 | Type 5 |
| Softening point (min, °C) | ASTM D36 | 102 | 96 | 90 | 84 | 84 |
| Cone penetration at 77 °F (max) | ASTM D5329 | 35 | 40 | 50 | 70 | 90 |
| Resilience at 77 °F, unaged (%) | ASTM D5329 | 20–60 | 25–65 | 30–70 | 35–75 | 40–80 |
| Flexibility (°C)[c] | ASTM D3111 | 0 | 0 | 0 | -11 | -28 |
| Tensile adhesion (min, %) | ASTM D5329 | 300 | 400 | 400 | 500 | 500 |
| Specific gravity (max) | ASTM D70 | 1.25 | 1.25 | 1.25 | 1.25 | 1.25 |
| Asphalt compatibility | ASTM D5329 | Pass | Pass | Pass | Pass | Pass |
| Sieve test (% passing) | See note d | 100 | 100 | 100 | 100 | 100 |

[a]Cold-applied crack treatment material residue collected under ASTM D6943, Method B and sampled under ASTM D140 must comply with the grade specifications.
[b]Except for viscosity, cure each specimen at a temperature of 23 ± 2 °C and a relative humidity of 50 ± 10 percent for 24 ± 2 hours before testing.
[c]For the flexibility test, the specimen size must be 6.4 ± 0.2 mm thick by 25 ± 0.2 mm wide by 150 ± 0.5 mm long. The test mandrel diameter must be 6.4 ± 0.2 mm. The bend arc must be 180 degrees. The bend rate must be 2 ± 1 seconds. At least 4 of 5 test specimens must pass at the specified test temperature without fracture, crazing, or cracking.
[d]For hot-applied crack treatment, dilute with toluene and sieve through a no. 8 sieve. For cold-applied crack treatment, sieve the material as-received through a no. 8 sieve. If the manufacturer provides a statement that added components passed the no. 16 sieve before blending, this requirement is void.

A crack treatment material must be delivered to the job site with the information listed below. If crack treatment material is delivered to the job site in containers, each container must be marked with the following information.

1. Manufacturer's name
2. Production location
3. Brand or trade name
4. Designation
5. Crack treatment trade name
6. Batch or lot number
7. Maximum heating temperature
8. Expiration date for cold application only

Hot-applied crack treatment must be delivered to the job site premixed in cardboard containers with meltable inclusion liners or in a fully meltable package.

Cold-applied crack treatment must have a minimum shelf life of 3 months from the date of manufacture.

### 37-6.02C Sand

Sand applied to tacky crack treatment material must be clean, free of clay, and comply with the gradation shown in the following table:

**Sand Gradation**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Gradation (% passing by weight)<br>Sieve size: | California Test 202 | |
| No. 4 | | 100 |
| No. 50 | | 0–30 |
| No. 200 | | 0–5 |

### 37-6.03 CONSTRUCTION

Treat cracks from 1/4 to 1 inch in width for the entire length of the crack. Fill or repair cracks wider than 1 inch as ordered. Filling cracks wider than 1 inch is change order work.

If treating cracks on a traffic lane adjacent to a shoulder, treat the cracks on the shoulder.

For hot-applied crack treatment material, rout cracks or saw cut to form a reservoir.

Cracks must be clean and dry before treating. Before treating, blast cracks with oil-free compressed air at a pressure of at least 90 psi.

If the pavement temperature is below 40 degrees F or if there is evidence of moisture in the crack, use a hot air lance immediately before applying crack treatment. The hot air lance must not apply flame directly on the pavement.

Heat and apply hot-applied crack treatment material under with the manufacturer's instructions.

Apply cold-applied crack treatment material with a distributor kettle, a piston, or a diaphragm barrel pump that can deliver from 50 to 75 psi. The application line must have a pressure gauge and a filter. The pressure in the application line must not exceed 20 psi. The pressure gauge must have a regulator. Use a high-pressure hose with a 1/2-inch NPT swivel connection and a dispensing wand.

Apply crack treatment with a nozzle inserted into the crack. Fill the crack flush. If after 2 days the crack treatment is more than 1/4 inch below the specified level, the sealant fails, or the crack re-opens, re-treat the crack.

Immediately remove crack treatment material that is spilled or deposited on the pavement surface.

Before opening to traffic, apply sand or the manufacturer's recommended detackifying agent to tacky crack treatment material on the traveled way.

Sweep up excess sand before opening to traffic.

### 37-6.04 PAYMENT

The payment quantity for crack treatment is the length measured in lane miles along the edge of each paved lane parallel to the pavement's centerline. The payment for a lane includes crack treatment of the adjacent shoulder.

**37-7–37-10 RESERVED**

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

## 39 ASPHALT CONCRETE

07-15-16

**Replace *SP-2* at each occurrence in section 39 with:**

01-15-16

MS-2

**Replace the 3rd paragraph of section 39-2.01A(1) with:**

07-15-16

WMA technologies must be on the Authorized Material List for WMA authorized technologies.

**Add between the 3rd and 4th paragraphs of section 39-2.01A(1):**

04-15-16

For HMA that uses asphalt binder containing crumb rubber modifier, submit a Crumb Rubber Usage Report form monthly and at the end of the project.

**Add to the table in the 4th paragraph of section 39-2.01A(1):**

01-15-16

| | |
|---|---|
| Asphalt Institute MS-2 | 7th edition (2015) |

**Add to item 8 in the 4th paragraph of section 39-2.01A(3)(b)(i):**

07-15-16

, except lime supplier and source

**Replace the headings and paragraphs of section 39-2.01A(3)(i) with:**

01-15-16

**39-2.01A(3)(i) Reserved**

**Replace the 2nd sentence in the 3rd paragraph of section 39-2.01A(4)(b) with:**

01-15-16

Submit 3 parts and keep 1 part.

**Add between *single* and *test* in the 7th paragraph of section 39-2.01A(4)(i)(i):**

07-15-16

aggregate or HMA

**Replace the 1st paragraph of section 39-2.01B(2)(b) with:**

07-15-16

If the proposed JMF indicates that the aggregate is being treated with dry lime or lime slurry with marination, or the HMA with liquid antistrip, then testing the untreated aggregate under AASHTO T 283 and AASHTO T 324 is not required.

If HMA treatment is required or being used by the Contractor, determine the plasticity index of the aggregate blend under California Test 204.

**Add between *aggregate* and *with dry lime* in the 3rd and 4th paragraphs of section 39-2.01B(2)(b):**

07-15-16

blend

**Replace the 9th through 11th paragraphs of section 39-2.01B(8)(a) with:**

07-15-16

HMA must be produced at the temperatures shown in the following table:

**HMA Production Temperatures**

| HMA compaction | Temperature (°F) |
|---|---|
| HMA | |
| Density based | ≤ 325 |
| Method | 305–325 |
| HMA with WMA technology | |
| Density based | 240–325 |
| Method | 260–325 |

04-15-16

**Delete the 1st paragraph of section 39-2.01B(11).**

**Add after the 2nd paragraph of section 39-2.01B(11):**

04-15-16

For miscellaneous areas and dikes:

1. Choose the aggregate gradation from:
   1.1. 3/8-inch Type A HMA aggregate gradation
   1.2. 1/2-inch Type A HMA aggregate gradation
   1.3. 1/2-inch dike mix aggregate gradation
2. Choose asphalt binder Grade PG 64-10, PG 64-16 or PG 70-10.
3. Minimum asphalt binder content must be:
   3.1. 6.40 percent for 3/8-inch Type A HMA aggregate gradation
   3.2. 5.70 percent for 1/2-inch Type A HMA aggregate gradation
   3.3. 6.40 percent for 1/2-inch dike mix aggregate gradation

If you request and the Engineer authorizes, you may reduce the minimum asphalt binder content.

Aggregate gradation for 1/2-inch dike mix must be within the TV limits for the specified sieve size shown in the following table:

**Aggregate Gradation for 1/2-inch Dike Mix**
**(Percentage Passing)**

| Sieve size | Target value limit | Allowable tolerance |
|---|---|---|
| 3/4" | 100 | -- |
| 1/2" | 90–95 | TV ± 5 |
| No. 4 | 70–75 | TV ± 5 |
| No. 8 | 23–25 | TV ± 5 |
| No. 50 | 15–35 | TV ± 5 |
| No. 200 | 7.0–13.0 | TV ± 2.0 |

**Replace item 4 in the 2nd paragraph of section 39-2.01C(1) with:**

07-15-16

4. For method compaction:
   4.1. The temperature of the HMA and the HMA produced with WMA water injection technology in the windrow does not fall below 260 degrees F
   4.2. The temperature of the HMA produced using WMA additive technology in the windrow does not fall below 250 degrees F

07-15-16

**Delete item 3 in the 8th paragraph of section 39-2.01C(1).**

**Replace *39-2.01A(3)(m)(iv)* in the 6th paragraph of section 39-2.01C(3)(e) with:**

01-15-16

36-3.01C(3)

**Replace *2.06* in the 4th paragraph of section 39-2.01C(3)(f) with:**

07-15-16

2.05

**Add to the end of section 39-2.01C(15)(b):**

07-15-16

The compacted lift thickness must not exceed 0.25 foot.

**Add between *rectangles* and *with* in the 4th paragraph of section 39-2.01C(16):**

04-15-16

, half the lane width,

**Add between *to* and *the* in item 1 of the 4th paragraph of section 39-2.01C(16):**

04-15-16

and along

07-15-16

**Delete *coat* in the 5th paragraph of section 39-2.01C(16).**

**Replace *37* in the 5th paragraph of section 39-2.01C(16) with:**

07-15-16

37-4.02

**Replace section 39-2.02A(3)(b) with:**

01-15-16

The JMF must be based on the superpave HMA mix design as described in *MS-2 Asphalt Mix Design Methods* by the Asphalt Institute.

**Add between the 1st and 2nd paragraphs of section 39-2.02C:**

07-15-16

If the ambient air temperature is below 60 degrees F, cover the loads in trucks with tarpaulins. If the time for HMA discharge to truck at the HMA plant until transfer to paver's hopper is 90 minutes or greater and if the ambient air temperature is below 70 degrees F, cover the loads in trucks with tarpaulins, unless the time from discharging to the truck until transfer to the paver's hopper or the pavement surface is less than 30 minutes. The tarpaulins must completely cover the exposed load until you transfer the mixture to the paver's hopper or the pavement surface.

**Replace the table in the 2nd paragraph of section 39-2.02C with:**

07-15-16

**Minimum Ambient Air and Surface Temperatures**

| Lift thickness (feet) | Ambient air (°F) | | Surface (°F) | |
|---|---|---|---|---|
| | Unmodified asphalt binder | Modified asphalt binder | Unmodified asphalt binder | Modified asphalt binder |
| Type A HMA and Type A HMA produced with WMA water injection technology | | | | |
| <0.15 | 55 | 50 | 60 | 55 |
| ≥0.15 | 45 | 45 | 50 | 50 |
| Type A HMA produced with WMA additive technology | | | | |
| <0.15 | 45 | 45 | 50 | 45 |
| ≥0.15 | 40 | 40 | 40 | 40 |

07-15-16

**Delete the 3rd paragraph of section 39-2.02C.**

**Add between *HMA* and *placed* in the 1st sentence of the 4th paragraph of section 39-2.02C:**

07-15-16

and Type A HMA produced with WMA water injection technology

**Add between the 4th and the 5th paragraphs of section 39-2.02C:**

07-15-16

For Type A HMA produced with WMA additive technology placed under method compaction, if the asphalt binder is:

1. Unmodified, complete:
   - 1.1 1st coverage of breakdown compaction before the surface temperature drops below 240 degrees F
   - 1.2. Breakdown and intermediate compaction before the surface temperature drops below 190 degrees F
   - 1.3. Finish compaction before the surface temperature drops below 140 degrees F
   - 1.4 You may continue static rolling below 140 degrees F to remove roller marks.
2. Modified, complete:
   - 2.1. 1st coverage of breakdown compaction before the surface temperature drops below 230 degrees F
   - 2.2. Breakdown and intermediate compaction before the surface temperature drops below 170 degrees F
   - 2.3. Finish compaction before the surface temperature drops below 130 degrees F
   - 2.4. You may continue static rolling below 130 degrees F to remove roller marks.

**Replace the 2nd paragraph of section 39-2.03A(3)(b) with:**

01-15-16

The JMF must be based on the superpave HMA mix design as described in *MS-2 Asphalt Mix Design Methods* by the Asphalt Institute.

**Replace the requirement in the row for *Voids in mineral aggregate on plant produced HMA* in the 2nd table in section 39-2.03A(4)(e)(i) with:**

01-15-16

18.0-23.0

**Add before the 1st paragraph of section 39-2.03A(4)(e)(ii)(C):**

04-15-16

CRM used must be on the Authorized Materials List for Crumb Rubber Modifier.

CRM must be a ground or granulated combination of scrap tire crumb rubber and high natural scrap tire crumb rubber, CRM must be 75.0 ± 2.0 percent scrap tire crumb rubber and 25.0 ± 2.0 percent high natural scrap tire crumb rubber by total weight of CRM. Scrap tire crumb rubber and high natural scrap tire crumb rubber must be derived from waste tires described in Pub Res Code § 42703.

**Replace the row for *Hamburg wheel track* in the table in section 39-2.03B(2) with:**

01-15-16

| | | |
|---|---|---|
| Hamburg wheel track (min, number of passes at the inflection point)<br>Binder grade:<br>PG 58<br>PG 64<br>PG 70 | AASHTO T 324 (Modified)[d] | <br><br>10,000<br>12,500<br>15,000 |

**Replace *RHMA-G* in the 3rd and 5th paragraphs of section 39-2.03C with:**

07-15-16

RHMA-G and RHMA-G produced with WMA water injection technology

**Add between the 5th and 6th paragraphs of section 39-2.03C:**

07-15-16

For RHMA-G produced with WMA additive technology placed under method compaction:

1. Complete the 1st coverage of breakdown compaction before the surface temperature drops below 260 degrees F
2. Complete breakdown and intermediate compaction before the surface temperature drops below 230 degrees F
3. Complete finish compaction before the surface temperature drops below 180 degrees F
4. You may continue static rolling below 140 degrees F to remove roller marks

**Replace the 6th and 7th paragraphs of section 39-2.04C with:**

07-15-16

For HMA-O and HMA-O produced with WMA water injection technology:

1. With unmodified asphalt binder:
   1.1. Spread and compact only if the atmospheric temperature is at least 55 degrees F and the surface temperature is at least 60 degrees F.
   1.2. Complete the 1st coverage using 2 rollers before the surface temperature drops below 240 degrees F.
   1.3. Complete all compaction before the surface temperature drops below 200 degrees F.
2. With modified asphalt binder, except asphalt rubber binder:
   2.1. Spread and compact only if the atmospheric temperature is at least 50 degrees F and the surface temperature is at least 50 degrees F.
   2.2. Complete the 1st coverage using 2 rollers before the surface temperature drops below 240 degrees F.
   2.3. Complete all compaction before the surface temperature drops below 180 degrees F.

For HMA-O produced with WMA additive technology:

1. With unmodified asphalt binder:
   1.1. Spread and compact only if the atmospheric temperature is at least 45 degrees F and the surface temperature is at least 50 degrees F.
   1.2. Complete the 1st coverage using 2 rollers before the surface temperature drops below 230 degrees F.
   1.3. Complete all compaction before the surface temperature drops below 190 degrees F.
2. With modified asphalt binder, except asphalt rubber binder:
   2.1. Spread and compact only if the atmospheric temperature is at least 40 degrees F and the surface temperature is at least 40 degrees F.

2.2. Complete the 1st coverage using 2 rollers before the surface temperature drops below 230 degrees F.
2.3. Complete all compaction before the surface temperature drops below 170 degrees F.

**Replace *RHMA-O and RHMA-O-HB* in the 8th paragraph of section 39-2.04C with:**

07-15-16

RHMA-O and RHMA-O produced with WMA water injection technology, and RHMA-O-HB and RHMA-O-HB produced with WMA water injection technology

**Add between the 8th and 9th paragraphs of section 39-2.04C:**

07-15-16

For RHMA-O produced with WMA additive technology and RHMA-O-HB produced with WMA additives technology:

1. Spread and compact if the ambient air temperature is at least 45 degrees F and the surface temperature is at least 50 degrees F
2. Complete the 1st coverage using 2 rollers before the surface temperature drops below 270 degrees F
3. Complete all compaction before the surface temperature drops below 240 degrees F

**Add to the 2nd paragraph of section 39-2.05A(3)(b):**

01-15-16

The material transfer vehicle must receive HMA directly from the truck.

**Replace *Table 6.1* at each occurrence in the table in section 39-2.05B(2) with:**

01-15-16

Table 8.1

**Replace *SP-2 Asphalt Mixture* in the 1st footnote in the table in the 2nd paragraph of section 39-2.05B(2)(b) with:**

01-15-16

*MS-2 Asphalt Mix Design Methods*

**Replace *Manual Series No. 2 (MS-2)* in the 1st footnote in the table in the 2nd paragraph of section 39-2.05B(2)(b) with:**

01-15-16

*MS-2 Asphalt Mix Design Methods*

**Replace *39-3.05* in the 1st paragraph of section 39-3.04A with:**

01-15-16

39-3.04

**Add to the end of section 39-3.04A:**

07-15-16

Schedule cold planing activities such that the pavement is cold planed, the HMA is placed, and the area is opened to traffic during the same work shift.

07-15-16

**Delete the 2nd sentence of the 1st paragraph in section 39-3.04C(4).**

**Replace *39-3.06* in the 1st paragraph of section 39-3.05A with:**

01-15-16

39-3.05

^^^

2. Be available to the Department at least 2 business days before driving.
3. Be safely supported at least 6 inches off the ground in a horizontal position on at least 2 support blocks. If requested, rotate the piles on the blocks.
4. Be positioned such that the Department has safe access to the entire pile length and circumference for the installation of anchorages and control marks for monitoring.

07-15-16

**Delete *business* in item 6 in the list in the 8th paragraph of section 49-1.01D(4).**

**Add to the list in 9th paragraph of section 49-1.01D(4):**

07-15-16

3. Cut pile to the specified cut-off elevation after bearing acceptance criteria is provided by the Department

04-15-16

**Delete the 3rd paragraph of section 49-1.03.**

04-15-16

**Delete the 2nd paragraph of section 49-1.04.**

01-15-16

**Delete the 4th paragraph of section 49-2.01C(5).**

**Replace item 3 in the list in the 2nd paragraph of section 49-3.01A with:**

07-15-16

3. CISS concrete piles

**Add between *undisturbed material* and *in a dry* in the 1st paragraph of section 49-3.01C:**

07-15-16

, casing, or steel shell

**Replace the 2nd and 3rd paragraphs of section 49-3.01C with:**

07-15-16

Place and secure reinforcement. Securely block the reinforcement to provide the minimum clearance shown between the reinforcing steel cage and the sides of the drilled hole, casing, or steel shell.

Steel shells, casings, and drilled holes must be clean and free of debris before reinforcement and concrete are placed.

**Replace *dewatered* in the 4th paragraphs of section 49-3.01C with:**

07-15-16

drilled

**Add to section 49-3.02A(1):**

07-15-16

Permanent steel casing and driven steel shell must comply with section 49-2.02.

**Replace the paragraph of section 49-3.02A(2) with:**

07-15-16

**dry hole:** A drilled hole that requires no work to keep it free of water.

**dewatered hole:** A drilled hole that:

1. Accumulates no more than 12 inches of water at the bottom during a 1 hour period without any pumping from the hole.
2. Has no more than 3 inches of water at the bottom immediately before placing concrete.
3. Does not require temporary casing to control the groundwater.

**Replace item 8 in the list in the 1st paragraph of section 49-3.02A(3)(b) with:**

07-15-16

8. Drilling plan and sequence
9. Concrete sequence and placement plan
10. If inspection pipes are required, methods for ensuring the inspection pipes remain straight, undamaged, and properly aligned during concrete placement

**Replace *1 business day* in the paragraph of section 49-3.02A(3)(d) with:**

07-15-16

2 business days

**Add to section 49-3.02A(3)(d):**

07-15-16

The log must:

1. Show the pile location, tip elevation, cutoff elevation, dates of excavation and concrete placement, total quantity of concrete placed, length and tip elevation of any casing, and details of any hole stabilization method and materials used.
2. Include an 8-1/2 by 11 inch graph of concrete placed versus depth of hole filled as follows:
   2.1. Plot the graph continuously throughout concrete placement. Plot the depth of drilled hole filled vertically with the pile tip at the bottom and the quantity of concrete placed horizontally.
   2.2. Take readings at each 5 feet of pile depth, and indicate the time of the reading on the graph.

**Add after the sentence in the paragraph of section 49-3.02A(3)(e):**

07-15-16

Allow 10 days for the review.

**Replace the 3rd sentence in the paragraph of section 49-3.02A(3)(f) with:**

07-15-16

Allow 10 days for the review and analysis of this report.

**Add after *rejected pile* in the 1st sentence in the 1st paragraph of section 49-3.02A(3)(g):**

07-15-16

to be mitigated

07-15-16

**Delete the 2nd paragraph of section 49-3.02A(3)(g).**

**Replace item 3 in the list in the 3rd paragraph of section 49-3.02A(3)(g) with:**

07-15-16

3. Step by step description of the mitigation work to be performed, including drawings if necessary. If the *ADSC Standard Mitigation Plan* is an acceptable mitigation method, include the most recent version. For the most recent version of the *ADSC Standard Mitigation Plan*, go to:
   http://www.dot.ca.gov/hq/esc/geotech/ft/adscmitplan.htm

**Replace the 2nd sentence in the paragraph of section 49-3.02A(3)(i) with:**

07-15-16

Allow 10 days for the review.

**Add to section 49-3.02A(3):**

07-15-16

**49-3.02A(3)(j) Certifications**

If synthetic slurry is used, submit as an informational submittal the names and certifications of your employees who are trained and certified by the synthetic slurry manufacturer.

**Add after *excavated hole* in the 1st sentence in the 3rd paragraph of section 49-3.02A(4)(c):**

07-15-16

lined with plastic

**Replace the 1st paragraph of section 49-3.02A(4)(d)(i) with:**

07-15-16

Section 49-3.02A(4)(d) applies to CIDH concrete piles except for piles (1) less than 24 inches in diameter or (2) constructed in dry or dewatered holes.

**Replace *gamma-gamma logging* in the 2nd paragraph of section 49-3.02A(4)(d)(i) with:**

07-15-16

GGL

**Replace the 1st sentence in the 3rd paragraph of section 49-3.02A(4)(d)(i) with:**

07-15-16

After notification by the Engineer of pile acceptance, fill the inspection pipes and cored holes with grout.

**Replace *gamma-gamma logging* in section 49-3.02A(4)(d)(ii) with:**

07-15-16

GGL

**Replace the 3rd and 4th paragraphs of section 49-3.02A(4)(d)(iii) with:**

07-15-16

The Department may perform CSL to determine the extent of the anomalies identified by GGL and to further evaluate a rejected pile for the presence of anomalies not identified by GGL. The pile acceptance test report will indicate if the Department intends to perform CSL and when the testing will be performed. Allow the Department 20 additional days for a total of 50 days to perform CSL and to provide supplemental results.

If authorized, you may perform testing on the rejected pile.

07-15-16

**Delete the 8th paragraph of section 49-3.02A(4)(d)(iii).**

**Add to the end of section 49-3.02A(4)(d)(iii):**

07-15-16

If the Engineer determines it is not feasible to repair the rejected pile, submit a mitigation plan for replacement or supplementation of the rejected pile.

**Add to section 49-3.02A(4):**

07-15-16

**49-3.02A(4)(e) Certifications**

If synthetic slurry is used, your employees who will be providing technical assistance in the slurry activities must be trained and certified by the synthetic slurry manufacturer to show their competency to perform inspection of slurry operations.

**Replace section 49-3.02B(4) with:**

07-15-16

**49-3.02B(4) Reserved**

**Replace *near* in the 3rd, 4th, and 5th paragraphs of section 49-3.02B(6)(b) with:**

07-15-16

within 2 feet of

**Replace *twice per shift* in item 2 in the 3rd paragraph of section 49-3.02B(6)(b) with:**

07-15-16

every 4 hours

07-15-16

**Delete the 7th and 8th paragraphs of section 49-3.02B(6)(b).**

07-15-16

**Delete the 3rd paragraph of section 49-3.02B(6)(c).**

**Replace *near* in item 2 in the 4th paragraph of section 49-3.02B(6)(c) with:**

07-15-16

within 2 feet of

**Replace item 5 in the 4th paragraph of section 49-3.02B(6)(c) with:**

07-15-16

5. After final cleaning and immediately before placing concrete.

**Replace section 49-3.02B(9) with:**

07-15-16

**49-3.02B(9) Inspection Pipes**

Inspection pipes must be schedule 40 PVC pipe complying with ASTM D1785 with a nominal pipe size of 2 inches.

Watertight PVC couplers complying with ASTM D2466 are allowed to facilitate pipe lengths in excess of those commercially available.

**Add to the beginning of section 49-3.02C(1):**

07-15-16

Unless otherwise authorized, drilling the hole and placing reinforcement and concrete in the hole must be performed in a continuous operation.

**Replace the 5th paragraph of section 49-3.02C(2) with:**

07-15-16

If slurry is used during excavation, maintain the slurry level at a height required to maintain a stable hole, but not less than 10 feet above the piezometric head.

**Replace the 1st sentence in the 9th paragraph of section 49-3.02C(2) with:**

07-15-16

Remove water that has infiltrated the dewatered hole before placing concrete, as required for dewatered hole.

**Replace the 1st sentence in the 10th paragraph of section 49-3.02C(2) with:**

07-15-16

If authorized, to control caving or water seepage, you may enlarge portions of the hole, backfill the hole with slurry cement backfill, concrete, or other material, and redrill the hole to the diameter shown.

**Replace the 4th paragraph of section 49-3.02C(3) with:**

07-15-16

Remove the temporary casing during concrete placement. Maintain the concrete in the casing at a level required to maintain a stable hole, but not less than 5 feet above the bottom of the casing, to prevent displacement of the concrete by material from outside the casing.

**Replace the 5th paragraph of section 49-3.02C(4) with:**

07-15-16

For a single CIDH concrete pile supporting a column:

1. If the pile and the column share the same reinforcing cage diameter, this cage must be accurately placed as shown
2. If the pile reinforcing cage is larger in diameter than the column cage:

2.1. Maintain a clear horizontal distance of at least 3.5 inches between the two cages, if the concrete is placed under dry conditions
2.2. Maintain a clear horizontal distance of at least 5 inches between the two cages if the concrete is placed under slurry
2.3. The offset between the centerlines of the two cages must not exceed 6 inches

**Replace the paragraphs in section 49-3.02C(5) with:**

07-15-16

For acceptance testing, install and test vertical inspection pipes as follows:

1. Log the location of the inspection pipe couplers with respect to the plane of pile cutoff.
2. Cap each inspection pipe at the bottom. Extend the pipe from 3 feet above the pile cutoff to the bottom of the reinforcing cage. Provide a temporary top cap or similar means to keep the pipes clean before testing. If pile cutoff is below the ground surface or working platform, extend inspection pipes to 3 feet above the ground surface or working platform.
3. If any changes are made to the pile tip, extend the inspection pipes to the bottom of the reinforcing cage.
4. Install inspection pipes in a straight alignment and parallel to the main reinforcement. Securely fasten inspection pipes in place and provide protective measures to prevent misalignment or damage to the inspection pipes during installation of the reinforcement and placement of concrete in the hole. Construct CIDH concrete piles such that the relative distance of inspection pipes to vertical steel reinforcement remains constant.
5. After concrete placement is complete, fill inspection pipes with water to prevent debonding of the pipe.
6. Provide safe access to the tops of the inspection pipes.
7. After placing concrete and before requesting acceptance testing, test each inspection pipe in the Engineer's presence by passing a rigid cylinder through the length of pipe. The rigid cylinder must be 1-1/4-inch diameter by 4.5-foot long, weigh 12 pounds or less, and be able to freely pass down through the entire length of the pipe under its own weight and without the application of force.
8. When performing acceptance testing, inspection pipes must provide a 2-inch-diameter clear opening and be completely clean, unobstructed, and either dry or filled with water as authorized.
9. After acceptance testing is complete, completely fill the inspection pipes with water.

If the rigid cylinder fails to pass through the inspection pipe:

1. Completely fill the inspection pipes in the pile with water immediately.
2. Core a nominal 2-inch-diameter hole through the concrete for the entire length of the pile for each inspection pipe that does not pass the rigid cylinder. Coring must not damage the pile reinforcement.
3. Locate cored holes as close as possible to the inspection pipes they are replacing and no more than 5 inches clear from the reinforcement.

Core holes using a double wall core barrel system with a split tube type inner barrel. Coring with a solid type inner barrel is not allowed.

Coring methods and equipment must provide intact cores for the entire length of the pile.

Photograph and store concrete cores as specified for rock cores in section 49-1.01D(5).

The coring operation must be logged by an engineering geologist or civil engineer licensed in the State and experienced in core logging. Coring logs must comply with the Department's *Soil and Rock Logging, Classification, and Presentation Manual* for rock cores. Coring logs must include core recovery, rock quality designation of the concrete, locations of breaks, and complete descriptions of inclusions and voids encountered during coring.

The Department evaluates the portion of the pile represented by the cored hole based on the submitted coring logs and concrete cores. If the Department determines a pile is anomalous based on the coring logs and concrete cores, the pile is rejected.

**Replace item 2 in the list in the 2nd paragraph of section 49-3.02C(7) with:**

07-15-16

2. Extend at least 5 feet below the construction joint. If placing casing into rock or a dry hole, the casing must extend at least 2 feet below the construction joint.

**Add to the beginning of section 49-3.02C(9):**

07-15-16

**49-3.02C(9)(a) General**

**Replace the 2nd sentence of the 3rd paragraph of section 49-3.02C(9) with:**

04-15-16

Do not vibrate the concrete.

**Add after *concrete pump* in the 8th paragraph of section 49-3.02C(9):**

07-15-16

and slurry pump

**Replace item 3 in the list in the 11th paragraph of section 49-3.02C(9) with:**

07-15-16

3. Maintain the slurry level at a height required to maintain a stable hole, but not less than 10 feet above the piezometric head.

**Replace the 13th paragraph of section 49-3.02C(9) with:**

07-15-16

Maintain a log of concrete placement for each drilled hole.

**Replace 14th and 15th paragraphs of section 49-3.02C(9) with:**

07-15-16

If a temporary casing is used, maintain concrete placed under slurry at a level required to maintain a stable hole, but not less than 5 feet above the bottom of the casing. The withdrawal of the casing must not cause contamination of the concrete with slurry.

The equivalent hydrostatic pressure inside the casing must be greater than the hydrostatic pressure on the outside of the casing to prevent intrusion of water, slurry, or soil into the column of freshly placed concrete.

Remove scum, laitance, and slurry-contaminated concrete from the top of the pile.

**Add to section 49-3.02C(9):**

07-15-16

**49-3.02C(9)(b) Mineral Slurry**

Remove any caked slurry on the sides or bottom of hole before placing reinforcement.

If concrete is not placed immediately after placing reinforcement, the reinforcement must be removed and cleaned of slurry, the sides of the drilled hole must be cleaned of caked slurry, and the reinforcement again placed in the hole for concrete placement.

**49-3.02C(9)(c) Synthetic Slurry**

A manufacturer's representative must:

1. Provide technical assistance for the use of their material
2. Be at the job site before introduction of the synthetic slurry into the drilled hole
3. Remain at the job site until released by the Engineer

After the manufacturer's representative has been released by the Engineer, your employee certified by the manufacturer must be present during the construction of the pile under slurry.

**Replace the heading of section 49-3.03 with:**

07-15-16

**CAST-IN-STEEL SHELL CONCRETE PILING**

**Replace the 1st paragraph of section 49-3.03A(1) with:**

07-15-16

Section 49-3.03 includes specifications for constructing CISS concrete piles consisting of driven open-ended or closed-ended steel shells filled with reinforcement and concrete.

**Add to the end of section 49-3.03A(1):**

07-15-16

CISS concrete piles include Class 90 Alternative V and Class 140 Alternative V piles.

**Add to section 49-3.03A(3):**

01-15-16

Submit a Pile and Driving Data Form under section 49-2.01A(3)(a) if specified in the special provisions.

**Replace the paragraph of section 49-3.03D with:**

07-15-16

Furnish piling is measured along the longest side of the pile from the specified tip elevation shown to the plane of pile cutoff.

**Replace section 49-4.03 with:**

01-15-16

**49-4.03 CONSTRUCTION**

**49-4.03A General**

Reserved

**49-4.03B Drilled Holes**

Drill holes for steel soldier piles into natural foundation material. Drilled holes must be accurately located, straight, and true.

Furnish and place temporary casings or tremie seals where necessary to control water or to prevent caving of the hole.

Before placing the steel soldier pile, remove loose materials existing at the bottom of the hole after drilling operations have been completed.

Do not allow surface water to enter the hole. Remove all water in the hole before placing concrete.

If temporary casings are used, they must comply with section 49-3.02C(3).

### 49-4.03C Steel Soldier Piles

Plumb and align the pile before placing concrete backfill and lean concrete backfill. The pile must be at least 2 inches clear of the sides of the hole for the full length of the hole to be filled with concrete backfill and lean concrete backfill. Ream or enlarge holes that do not provide the clearance around steel piles.

Maintain alignment of the pile in the hole while placing backfill material.

Clean and prepare piles in anticipated heat affected areas before splicing steel piles or welding concrete anchors.

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

## 50 PRESTRESSING CONCRETE

07-15-16

**Add to the end of section 50-1.01C:**

07-15-16

### 50-1.01C(8) Post-tensioning Jack Calibration Chart

Submit the post-tensioning jack calibration plot.

### 50-1.01C(9) Pretensioning Jack Calibration Chart

For any pretensioning jack calibrated by an authorized laboratory, submit a certified calibration plot.

**Replace section 50-1.01D(2)(b) with:**

07-15-16

### 50-1.01D(2)(b) Equipment and Calibration

#### 50-1.01D(2)(b)(i) General

Each jack body must be permanently marked with the ram area.

Each pressure gauge must be fully functional and have an accurately reading, clearly visible dial or display. The dial must be at least 6 inches in diameter and graduated in 100 psi increments or less.

Each load cell must be calibrated and have an indicator that can be used to determine the force in the prestressing steel.

The range of each load cell must be such that the lower 10 percent of the manufacturer's rated capacity is not used in determining the jacking force.

Each jack must be calibrated equipped with its gauges.

Mechanically calibrate the gauges with a dead weight tester or other authorized means before calibration of the jacking equipment.

#### 50-1.01D(2)(b)(ii) Post-tensioning

Equip each hydraulic jack used to tension prestressing steel with 2 pressure gauges or 1 pressure gauge and a load cell. Only 1 pressure gauge must be connected to the jack during stressing.

Each jack used to tension prestressing steel permanently anchored at 25 percent or more of its specified minimum ultimate tensile strength must be calibrated by METS within 1 year of use and after each repair. You must:

1. Schedule the calibration of the jacking equipment with METS.
2. Verify that the jack and supporting systems are complete, with proper components, and are in good operating condition.
3. Provide labor, equipment, and material to (1) install and support the jacking and calibration equipment and (2) remove the equipment after the calibration is complete.
4. Plot the calibration results.

Each jack used to tension prestressing steel permanently anchored at less than 25 percent of its specified minimum ultimate tensile strength must be calibrated by an authorized laboratory within 180 days of use and after each repair.

**50-1.01D(2)(b)(iii) Pretensioning**

Each jack used to pretension prestressing steel must be calibrated, equipped with its gauges, by a laboratory on the Authorized Laboratory List within 1 year of use and after each repair.

Calibrate pretensioning jacks:

1. Under ASTM E4 using an authorized laboratory. Certification that the calibration is performed to ASTM accuracy is not required.
2. In the presence of the Engineer. Notify the Engineer at least 2 business days before calibrating the jack.
3. Using 3 test cycles. Average the forces from each test cycle at each increment.
4. To cover the load range used in the work.

Gauges for pretensioning jacks may:

1. Be electronic pressure indicators that display either:
   1.1. Pressure in 100 psi increments or less
   1.2. Load to 1 percent of the maximum sensor/indicator capacity or 2 percent of the maximum load applied, whichever is smaller
2. Have a dial less than 6 inches in diameter

Gauges displaying pressure must have been calibrated within 1 year of the jack calibration.

Each hydraulic jack used for pretensioning must be equipped with either 2 gauges or 1 gauge and a load cell or you must have a calibrated standby jack with its gauge present on site during stressing.

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 51 CONCRETE STRUCTURES

07-15-16

**Add to the list in the 2nd paragraph of section 51-1.01A:**

04-15-16

8. Pile extensions

07-15-16

9. Drainage inlets

**Add to the list in the 6th paragraph of section 51-1.01A:**

07-15-16

7. Drainage inlets

**Add to section 51-1.02I:**

07-15-16

Metal frames, covers, grates, and other miscellaneous iron and steel used with drainage inlets must comply with section 75-2.

**Add to section 51-1.03B:**

07-15-16

You may use PC drainage inlets as an alternative to CIP drainage inlets.

**Add between the 10th and 11th paragraphs of section 51-1.03C(2)(a):**

07-15-16

For drainage inlets, extend the outside forms at least 12 inches below the top of the inlet. You may place concrete against excavated earth below this depth except:

1. You must use full-depth outside forms or other protection when work activities or unstable earth may cause hazardous conditions or contamination of the concrete.
2. You must increase the wall thickness 2 inches if placing concrete against the excavated surface. The interior dimensions must be as shown.

**Add to section 51-1.03C(2)(b):**

07-15-16

For drainage inlets, remove exterior forms to at least 12 inches below the final ground surface. Exterior forms below this depth may remain if their total thickness is not more than 1 inch.

**Add to the list in the 2nd paragraph of section 51-1.03F(2):**

07-15-16

4. Interior and top surfaces of drainage inlets

**Add to section 51-1.04:**

07-15-16

The payment quantity for structural concrete, drainage inlet is the volume determined from the dimensions shown for CIP drainage inlets.

**Add to section 51-4.01C(1):**

07-15-16

For PC drainage inlets, submit field repair procedures and a patching material test sample before repairs are made. Allow 10 days for the Engineer’s review.

**Add to section 51-4.01C(2)(a):**

07-15-16

For drainage inlets with oval or circular cross sections, submit shop drawings with calculations. Shop drawings and calculations must be sealed and signed by an engineer who is registered as a civil engineer in the State. Allow 15 days for the Engineer's review.

**Add to section 51-4.01D(3):**

07-15-16

The Engineer may reject PC drainage inlets exhibiting any of the following:

1. Cracks more than 1/32 inch wide
2. Nonrepairable honeycombed or spalled areas of more than 6 square inches
3. Noncompliance with reinforcement tolerances or cross sectional area shown
4. Wall, inlet floor, or lid less than minimum thickness
5. Internal dimensions less than dimensions shown by 1 percent or 1/2 inch, whichever is greater
6. Defects affecting performance or structural integrity

**Add to section 51-4.02C:**

07-15-16

Materials for PC drainage inlets must comply with the following:

1. Preformed flexible joint sealant must be butyl-rubber complying with ASTM C990
2. Resilient connectors must comply with ASTM C923
3. Sand bedding must comply with section 19-3.02F(2)
4. Bonding agents must comply with ASTM C1059/C1059, Type II

**Add to section 51-4.02D:**

07-15-16

**51-4.02D(8) Drainage Inlets**

PC units for drainage inlets must be rectangular, round, or oval in cross section, or any combination. Transitions from a rectangular grate opening to a round or oval basin must be made in not less than 8 inches. Provide means for field adjustment to meet final grade, paving, or surfacing.

If oval or circular shape cross-sections are furnished, they must comply with *AASHTO LRFD Bridge Design Specifications, Sixth Edition with California Amendments*.

Wall and slab thicknesses may be less than the dimensions shown by at most 5 percent or 3/16 inch, whichever is greater.

Reinforcement placement must not vary more than 1/2 inch from the positions shown.

**Add to section 51-4.03:**

07-15-16

**51-4.03H Drainage Inlets**

Repair PC drainage inlet sections to correct damage from handling or manufacturing imperfections before installation.

Center pipes in openings to provide a uniform gap. Seal gaps between the pipe and the inlet opening with nonshrink grout under the grout manufacturer's instructions. For systems designated as watertight, seal these gaps with resilient connectors.

Match fit keyed joints to ensure uniform alignment of walls and lids. Keys are not required at the inlet floor level if the floor is precast integrally with the inlet wall. Seal keyed joint locations with preformed butyl rubber joint sealant. You may seal the upper lid and wall joint with nonshrink grout.

Clean keyed joint surfaces before installing sealant. Joint surfaces must be free of imperfections that may affect the joint. Use a primer if surface moisture is present. Use a sealant size recommended by the sealant manufacturer. Set joints using sealant to create a uniform bearing surface.

Flat drainage inlet floors must have a field-cast topping layer at least 2 inches thick with a slope of 4:1 (horizontal:vertical) toward the outlet. Use a bonding agent when placing the topping layer. Apply the bonding agent under the manufacturer's instructions.

**Replace the 2nd paragraph of section 51-7.01A with:**

07-15-16

Minor structures include structures described as minor structures.

07-15-16

**Delete the 4th paragraph of section 51-7.01B.**

07-15-16

**Delete the 1st and 3rd paragraphs of section 51-7.01C.**

07-15-16

**Delete the heading and paragraph of section 51-7.02.**

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 52 REINFORCEMENT

01-15-16

**Replace the 3rd paragraph of section 52-6.03B with:**

01-15-16

For uncoated and galvanized reinforcing bars complying with ASTM A615/A615M, Grade 60, ASTM A706/A706M, or ASTM A767/A767M, Class 1, the length of lap splices must be at least:

1. 45 diameters of the smaller bar spliced for reinforcing bars no. 8 or smaller
2. 60 diameters of the smaller bar spliced for reinforcing bars nos. 9, 10, and 11

For epoxy-coated reinforcing bars and alternatives to epoxy-coated reinforcing bars complying with ASTM A775/A775M, ASTM A934/A934M, ASTM A1035/A1035M, or ASTM A1055/A1055M, the length of lap splices must be at least:

1. 65 diameters of the smaller bar spliced for reinforcing bars no. 8 or smaller
2. 85 diameters of the smaller bar spliced for reinforcing bars nos. 9, 10, and 11

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 53 SHOTCRETE

01-15-16

**Replace *632* in item 1 in the list in the 3rd paragraph of section 53-1.02 with:**

01-15-16

675

**Replace item 2 in the list in the 3rd paragraph of section 53-1.02 with:**

01-15-16

2. You may substitute a maximum of 30 percent coarse aggregate for the fine aggregate. Coarse aggregate must comply with section 90-1, except section 90-1.02C(4)(d) does not apply. The gradation for the coarse aggregate must comply with the gradation specified in section 90-1.02C(4)(b) for the 1/2 inch x No. 4 or the 3/8 inch x No. 8 primary aggregate nominal size.

**Replace *shotcrete* in the 2nd sentence of the 4th paragraph of section 53-1.02 with:**

01-15-16

concrete

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 56 OVERHEAD SIGN STRUCTURES, STANDARDS, AND POLES

07-15-16

**Replace section 56-1.01 with:**

07-15-16

## 56-1.01 GENERAL

### 56-1.01A Summary

Section 56-1 includes general specifications for constructing overhead sign structures, standards, and poles.

### 56-1.01B Definitions

Reserved

### 56-1.01C Submittals

Reserved

### 56-1.01D Quality Assurance

#### 56-1.01D(1) General

Reserved

#### 56-1.01D(2) Quality Control

##### 56-1.01D(2)(a) General

Reserved

#### 56-1.01D(2)(b) Nondestructive Testing

##### 56-1.01D(2)(b)(i) General

Perform NDT of steel members under AWS D1.1 and the requirements shown in the following table:

**Nondestructive Testing for Steel Standards and Poles**

| Weld location | Weld type | Minimum required NDT |
|---|---|---|
| Circumferential splices around the perimeter of tubular sections, poles, and arms | CJP groove weld with backing ring | 100% UT or RT |
| Longitudinal seam | CJP or PJP groove weld | Random 25% MT |
| Longitudinal seam within 6 inches of a circumferential splice | CJP groove weld | 100% UT or RT |
| Welds attaching base plates, flange plates, pole plates, or mast arm plates to poles or arm tubes | CJP groove weld with backing ring and reinforcing fillet | t≥ 5/16 inch: 100% UT and 100% MT<br>t< 5/16 inch: 100% MT after root weld pass and final weld pass |
| | External (top) fillet weld for socket-type connections | 100% MT |
| Hand holes and other appurtenances | Fillet and PJP welds | MT full length on random 25% of all standards and poles |

NOTE: t = pole or arm thickness

**Nondestructive Testing for Overhead Sign Structures**

| Weld location | Weld type | Minimum required NDT |
|---|---|---|
| Base plate to post | CJP groove weld with backing ring and reinforcing fillet | 100% UT and 100% MT |
| Base plate to gusset plate | CJP groove weld | 100% UT |
| Circumferential splices of pipe or tubular sections | CJP groove weld with backing ring | 100% UT or RT |
| Split post filler plate welds | CJP groove weld with backing bar | 100% UT or RT |
| Longitudinal seam weld for pipe posts | CJP groove weld | t < 1/4 inch: 100% MT<br>t ≥ 1/4 inch: 100% UT or RT |
| | PJP groove weld | Random 25% RT |
| Chord angle splice weld | CJP groove weld with backing bar | 100% UT or RT |
| Truss vertical, diagonal, and wind angles to chord angles | Fillet weld | Random 25% MT |
| Upper junction plate to chord (cantilever type truss) | Fillet weld | Random 25% MT |
| Bolted field splice plates (tubular frame type) | CJP groove weld | 100% UT and 100% MT |
| Cross beam connection plates (lightweight extinguishable message sign) | Fillet weld | Random 25% MT |
| Arm connection angles (lightweight extinguishable message sign) | Fillet weld | 100% MT |
| Mast arm to arm plate (lightweight extinguishable message sign) | CJP groove weld with backing ring | t ≥ 5/16 inch: 100% UT and 100% MT<br>t < 5/16 inch: 100% MT after root weld pass and final weld pass |
| Post angle to post (lightweight extinguishable message sign) | Fillet weld | 100% MT |
| Hand holes and other appurtenances | Fillet and PJP welds | MT full length on random 25% of all sign structures |

NOTE: t = pole or arm thickness

### 56-1.01D(2)(b)(ii) Ultrasonic Testing

For UT of welded joints with any members less than 5/16 inch thick or tubular sections less than 13 inches in diameter, the acceptance and repair criteria must comply with Clause 6.13.3.1 of AWS D1.1.

For UT of other welded joints, the acceptance and repair criteria must comply with Table 6.3 of AWS D1.1 for cyclically loaded nontubular connections.

After galvanization, perform additional inspection for toe cracks along the full length of all CJP groove welds at tube-to-transverse plate connections using UT.

When performing UT, use an authorized procedure under AWS D1.1, Annex S.

### 56-1.01D(2)(b)(iii) Radiographic Testing

The acceptance criteria for radiographic or real time image testing must comply with AWS D1.1 for tensile stress welds.

### 56-1.01D(2)(b)(iv) Longitudinal Seam Welds

The Engineer selects the random locations for NDT.

Grind the cover pass smooth at the locations to be tested.

If repairs are required in a portion of a tested weld, perform NDT on the repaired portion and on 25 percent of the untested portions of the weld. If more repairs are required, perform NDT on the entire weld.

**56-1.01D(3) Department Acceptance**

Reserved

**Replace section 56-2.01D(2)(b) with:**

07-15-16

Reserved

**Replace the 2nd sentence of the 1st paragraph of section 56-2.02F with:**

07-15-16

Manufactured pipe posts must comply with one of the following:

**Add to the list in the 1st paragraph of section 56-2.02F:**

07-15-16

4. ASTM A1085, Grade A

**Replace the 2nd paragraph of section 56-2.02F with:**

07-15-16

You may fabricate pipe posts from structural steel complying with ASTM A36/A36M, ASTM A709/A709M, Grade 36, or ASTM A572/A572M, Grades 42 or 50.

07-15-16

**Delete the last sentence in the 1st paragraph of section 56-2.02K(2).**

07-15-16

**Delete the 3rd paragraph of section 56-2.02K(2).**

**Replace the 2nd paragraph of section 56-2.02K(4) with:**

07-15-16

Safety cable at walkways must not be kinked, knotted, deformed, frayed, or spliced.

**Replace the 1st sentence of the paragraph in section 56-2.02K(5) with:**

07-15-16

The edges of handholes and other large post and arm openings must be ground smooth.

**Replace the heading of section 56-3 with:**

07-15-16

**56-3 STANDARDS, POLES, PEDESTALS, AND POSTS**

**Replace the paragraph in section 56-3.01A with:**

07-15-16

Section 56-3 includes general specifications for fabricating and installing standards, poles, pedestals, and posts.

**Replace section 56-3.01B(2)(b) with:**

07-15-16

Standards with handholes must comply with the following:

1. Include a UL-listed lug and 3/16-inch or larger brass or bronze bolt for attaching the bonding jumper for non-slip-base standards.
2. Attach a UL-listed lug to the bottom slip base plate with a 3/16-inch or larger brass or bronze bolt for attaching the bonding jumper for slip-base standards.

**Replace the 1st sentence of the 3rd paragraph of section 56-3.01C(2)(a) with:**

07-15-16

After each standard, pole, pedestal, and post is properly positioned, place mortar under the base plate.

**Replace the 2nd sentence of the 4th paragraph of section 56-3.01C(2)(a) with:**

07-15-16

The top of the foundation at curbs or sidewalks must be finished to curb or sidewalk grade.

**Replace the 10th paragraph of section 56-3.01C(2)(a) with:**

07-15-16

Except when located on a structure, construct foundations monolithically.

**Replace the 13th paragraph of section 56-3.01C(2)(a) with:**

07-15-16

Do not erect standards, poles, pedestals, or posts until the concrete foundation has cured for at least 7 days.

**Replace the 14th paragraph in section 56-3.01C(2)(a) with:**

07-15-16

The Engineer selects either the plumbing or raking technique for standards, poles, pedestals, and posts. Plumb or rake by adjusting the leveling nuts before tightening nuts. Do not use shims or similar devices. After final adjustments of both top nuts and leveling nuts on anchorage assemblies have been made and each standard, pole, pedestal, and post on the structure is properly positioned, tighten nuts as follows:

1. Tighten leveling nuts and top nuts, following a crisscross pattern, until bearing surfaces of all nuts, washers, and base plates are in firm contact.
2. Use an indelible marker to mark the top nuts and base plate with lines showing relative alignment of the nut to the base plate.
3. Tighten top nuts following a crisscross pattern:
   - 3.1. Additional 1/6 turn for anchor bolts greater than 1-1/2 inches in diameter.
   - 3.2. Additional 1/3 turn for other anchor bolts.
   - 3.3. Tightening tolerance for all top nuts is ± 1/8 turn.

**Replace the 1st sentence of the 4th paragraph of section 56-3.01C(2)(b) with:**

07-15-16

If shown, use sleeve nuts on Type 1 standards.

**Add to section 56-3.01C(2)(b):**

07-15-16

Spiral reinforcement must be continuous above the bottom of the anchor bolts. The top termination must be either:

1. 1'-6" lap beyond the end of pitch with a 90-degree hook extending to the opposite side of the cage, or
2. 1'-6" lap beyond the end of pitch with 2 evenly spaced authorized mechanical couplers

**Replace the 1st sentence of the paragraph in section 56-3.02A(4)(b) with:**

07-15-16

For cast slip bases for standards and poles with shaft lengths of 15 feet or more, perform RT on 1 casting from each lot of a maximum of 50 castings under ASTM E94.

**Replace the 2nd paragraph of section 56-3.02B(1) with:**

07-15-16

Material for push button posts, pedestrian barricades, and guard posts must comply with ASTM A53/A53M or ASTM A500/A500M.

**Add to section 56-3.02B(1):**

07-15-16

Steel pipe standards and mast arms must be hot dip galvanized after manufacturing. Remove spikes from galvanized surfaces.

**Replace the 2nd paragraph of section 56-3.02B(2) with:**

07-15-16

HS anchor bolts, nuts, and washers must comply with section 55-1.02D(1) and the following:

1. Bolt threads must be rolled
2. Hardness of HS anchor bolts must not exceed 34 HRC when tested under ASTM F606
3. Galvanization must be by mechanical deposition
4. Nuts must be heavy-hex type
5. Each lot of nuts must be proof load tested

**Replace the 2nd sentence of the 9th paragraph of section 56-3.02B(2) with:**

07-15-16

During manufacturing, properly locate the position of the luminaire arm on the arm plate to avoid interference with the cap screw heads.

**Add to section 56-3.02B(3)(a):**

07-15-16

Steel having a nominal thickness greater than 2 inches that is used for tube-to-transverse plate connections must have a minimum CVN impact value of 20 ft-lb at 20 degrees F when tested under ASTM E23.

**Add to section 56-3.02B(3)(c):**

07-15-16

The length of telescopic slip-fit splices must be at least 1.5 times the inside diameter of the exposed end of the female section.

For welds connecting reinforced handholes or box-type pole plate connections to a tubular member, the start and stop points must be at points located on a longitudinal axis of symmetry of the tube coinciding with the axis of symmetry of the hand hole or pole plate.

**Replace the table in the 1st paragraph of section 56-3.02C with:**

07-15-16

**Slip Base Bolt Tightening Requirements**

| Standard type | Torque (ft-lb) |
|---|---|
| 15-SB | 150 |
| 15-SBF | 150 |
| 30 | 150 |
| 31 | 200 |

**Replace the 1st sentence of the 2nd paragraph of section 56-3.02C with:**

07-15-16

Bolted connections attaching signal or luminaire arms to standards, poles, and posts are considered slip critical.

**Add to section 56-3.06B:**

07-15-16

Manufacture the mast arm from standard pipe, free from burrs. Each mast arm must have an insulated wire inlet and wood pole mounting brackets for the mast arm and tie-rod cross arm. Manufacture tie rod from structural steel and pipe.

07-15-16

**Delete the 2nd paragraph of section 56-3.06C.**

**Replace the 1st sentence of the 3rd paragraph of section 56-3.06C with:**

07-15-16

Mount the mast arm for luminaires to provide a 34-foot mounting height for a 165 W LED luminaire and a 40-foot mounting height for a 235 W LED luminaire.

^^^

**Replace *Mineral and slag* in the 3rd paragraph of section 59-1.02B with:**

07-15-16

Mineral, manufactured, and slag

07-15-16

**Delete the 4th paragraph of section 59-2.01C(1).**

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 60 EXISTING STRUCTURES

07-15-16

07-15-16

**Delete the 2nd sentence in the 11th paragraph of section 60-3.04B(3)(c).**

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 64 PLASTIC PIPE

07-15-16

**Replace *Reserved* in section 64-3 with:**

07-15-16

### 64-3.01 GENERAL

#### 64-3.01A Summary

Section 64-3 includes specifications for constructing slotted plastic pipe.

Slotted plastic pipe includes structure excavation, concrete backfill, connecting new pipe to new or existing facilities, concrete collars, reinforcement, and other connecting devices.

#### 64-3.01B Definitions

Reserved

#### 64-3.01C Submittals

If an *or* equal slotted plastic pipe is being considered, it must be submitted 30 days before installation for approval.

If RSC is used for concrete backfill for slotted plastic pipe, submit the concrete mix design and test data from an authorized laboratory 10 days before excavating the pipe trench. The laboratory must specify the cure time required for the concrete mix to attain 2,000 psi compressive strength when tested under California Test 521.

Heel-resistant grates if specified must be submitted 30 days before installation for approval. Anchorage details must be included in the submittal.

#### 64-3.01D Quality Assurance

Reserved

### 64-3.02 MATERIALS

#### 64-3.02A General

Not Used

#### 64-3.02B Slotted Plastic Pipes

Slotted plastic pipe must be one of the following or equal:

**Slotted Plastic Pipe**

| 12" diameter | 18" diameter |
|---|---|
| Zurn Z888-12 | Zurn Z888-18 |
| ACO Qmax 350 | ACO Qmax 365 |
| ADS Duraslot-12 | ADS Duraslot-18 |

### 64-3.02C Concrete Backfill

Concrete for concrete backfill for slotted plastic pipe must comply with the specifications for minor concrete. You may use RSC instead of minor concrete for concrete backfill.

If RSC is used for concrete backfill, the RSC must:

1. Contain at least 590 pounds of cementitious material per cubic yard
2. Comply with section 90-3.02A, except section 90-1 does not apply
3. Comply with section 90-2

### 64-3.02D Heel-Resistant Grates

Heel-resistant grate must:

1. Be designed to carry traffic loadings
2. Comply with ADA requirements
3. Be constructed of steel or cast iron
4. Be provided by the same manufacturer of the slotted plastic pipe
5. Comply with the manufacturer's instructions

### 64-3.02E Bar Reinforcement

Bar reinforcement must comply with ASTM A615/A615M, Grade 60 or ASTM A706/A706M, Grade 60.

### 64-3.02F Miscellaneous Metal

Ductile iron, nuts, bolts, and washers must comply with section 75.

### 64-3.02G Grout

Grout must be non-shrink grout complying with ASTM C1107/C1107M.

### 64-3.02H Curing Compound

Non-pigmented curing compound must comply with ASTM C309, Type 1, Class B.

### 64-3.02I End Caps

End cap must:

1. Be provided by the same manufacturer of the slotted plastic pipe
2. Prevent concrete backfill from entering the pipe

## 64-3.03 CONSTRUCTION

### 64-3.03A General

Cover the grate slots with heavy-duty tape or other authorized covering during paving and concrete backfilling activities to prevent material from entering the slots.

### 64-3.03B Preparation

Pave adjacent traffic lanes before installing slotted plastic pipes.

Excavation must comply with section 19-3.

### 64-3.03C Installation

Lay and join slotted plastic pipes under the pipe manufacturer’s instructions.

Lay pipes to line and grade with sections closely jointed and adequately secured to prevent separation during placement of the concrete backfill. If the pipes do not have a positive interlocking mechanism like a slot and tongue connection, secure the sections together with nuts, bolts, and washers before backfilling.

The top of slotted plastic pipes must not extend above the completed surface. Position the pipes so that the concrete backfill is flush with the surrounding grade and above the top of the grate from 1/8 to 1/4 inch.

Place channels with the male and female ends facing each other.

Place lateral support bar reinforcement on both sides of the grate slots. The support bar reinforcement must run the full length of the slots.

Anchor heel-resistant grates to the concrete backfill under the manufacturer's instructions.

**64-3.03D Concrete Backfill**

Wherever minor concrete is used for concrete backfill for slotted plastic pipe, do not allow traffic on top of the backfill within 7 days of placement.

Wherever RSC is used for concrete backfill for slotted plastic pipe, do not allow traffic on top of the backfill before the required cure time of 2,000 psi is achieved.

Place concrete backfill where shown.

Consolidate the concrete backfill with high-frequency internal vibrators.

Texture the concrete backfill surface with a broom or burlap drag to produce a durable skid-resistant surface.

Apply a non-pigmented curing compound to the exposed concrete backfill surface whenever the atmospheric temperature is 90 degrees F or greater after placement.

**64-3.03E Transition Fittings**

Use transition fittings to connect slotted plastic pipes to drainage inlets. The transition fittings must be supplied by the same pipe manufacturer.

Where welds are required in transition fittings, welds must comply with the pipe manufacturer's instructions. The completed welds must not have visible pinholes.Fill the gaps around the pipes in the inlet structure wall with non-shrink grout where the pipes connect to an existing drainage structure. Install the grout under the pipe manufacturer's instructions.

Cut the pipes as shown after the grout used to seal the transition fitting has cured for at least 24 hours.

**64-3.04 PAYMENT**

Slotted plastic pipe is measured along the centerline of the pipe and parallel with the slope line. If the pipe is cut to fit a structure or slope, the payment quantity is the length of pipe necessary to be placed before cutting, measured in 2-foot increments.

^^^

**Add after the 4th paragraph of section 71-3.01D:**

01-15-16

Record the quantity of grout that is installed and submit this quantity. The Department does not pay for grout that leaks through to the inside of the culvert. The Department does not pay for grout material that is wasted, disposed of, or remaining on hand after the completion of the work.

**Replace the 2nd heading in section 71-5.03 with:**

01-15-16

**71-5.03B Frames, Covers, Grates, and Manholes**

^^^

**Replace the table in the 1st paragraph of section 72-3.02C with:**

07-15-16

**Concreted-Rock Gradation**

| Nominal RSP class by median particle diameter[b] | | Nominal median particle weight $W_{50}$[c,d] Weight[a] | $d_{15}$[c] | | $d_{50}$[c] | | $d_{100}$[c] |
|---|---|---|---|---|---|---|---|
| Class[a] | Size (inches) | | Min | Max | Min | Max | Max |
| I | 6 | 20 lb | 3.7 | 5.2 | 5.7 | 6.9 | 12.0 |
| II | 9 | 60 lb | 5.5 | 7.8 | 8.5 | 10.5 | 18.0 |
| III | 12 | 150 lb | 7.3 | 10.5 | 11.5 | 14.0 | 24.0 |
| V | 18 | 1/4 ton | 11.0 | 15.5 | 17.0 | 20.5 | 36.0 |
| VII | 24 | 1/2 ton | 14.5 | 21.0 | 23.0 | 27.5 | 48.0 |

[a]Use Class 8 RSP fabric.
[b]Intermediate or B dimension (i.e., width) where A dimension is length and C dimension is thickness.
[c]d%, where % denotes the percentage of the total weight of the graded material.
[d]Values shown are based on the minimum and maximum particle diameters shown and an assumed specific gravity of 2.65. Weight will vary based on specific gravity of rock available for the project.

**Replace the table in section 72-3.03E with:**

07-15-16

**Minimum Concrete Penetration**

| | Rock class | | | | |
|---|---|---|---|---|---|
| | VII | V | III | II | I |
| Penetration (inches) | 18 | 14 | 10 | 8 | 6 |

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 73 CONCRETE CURBS AND SIDEWALKS

07-15-16

**Replace section 73-3.01A with:**

07-15-16

Section 73-3 includes specifications for constructing sidewalks, gutter depressions, island paving, curb ramps, and driveways.

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 74 PUMPING EQUIPMENT AND CONTROLS

04-15-16

**Replace *87-1.03K* in the 4th paragraph of section 74-3.03B(2) with:**

04-15-16

87

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

# 80 FENCES

07-15-16

**Replace section 80-4 with:**

07-15-16

## 80-4 WILDLIFE EXCLUSION FENCES

### 80-4.01 GENERAL

#### 80-4.01A General

Section 80-4 includes specifications for constructing wildlife exclusion fences.

Constructing a wildlife exclusion fence includes the installation of any signs specified in the special provisions.

#### 80-4.01B Materials

Each T post must:

1. Comply with ASTM A702
2. Be metal and have an anchor plate
3. Be painted black or galvanized

#### 80-4.01C Construction

Not Used

#### 80-4.01D Payment

Not Used

### 80-4.02 DESERT TORTOISE FENCES

#### 80-4.02A General

Section 80-4.02 includes specifications for constructing desert tortoise fences.

#### 80-4.02B Materials

#### 80-4.02B(1) Permanent Desert Tortoise Fences

#### 80-4.02B(1)(a) General

Each wire tie and hog ring for a permanent desert tortoise fence must comply with section 80-2.02F.

Each hold down pin must:

1. Be U-shaped, with 2 minimum 6-inch long legs
2. Have pointed ends
3. Be at least 11-gauge wire
4 Be galvanized
5. Be commercial quality

#### 80-4.02B(1)(b) Hardware Cloth

The hardware cloth must:

1. Comply with ASTM A740
2. Be welded or woven galvanized steel wire fabric
3. Be made of at least 14-gauge wire
4. Be 36 inches wide

#### 80-4.02B(1)(c) Barbless Wire

The barbless wire must:

1. Comply with ASTM A641/A641M
2. Be at least 14-gauge wire

3. Have a Class 1 zinc coating

**80-4.02B(1)(d) Posts**

Each post must:

1. Comply with ASTM F1083
2. Be standard weight, schedule 40 steel pipe with a nominal pipe size of 1 inch
3. Be galvanized steel fence post conforming to ASTM A702

**80-4.02B(2) Temporary Desert Tortoise Fences**

The materials for a temporary desert tortoise fence must comply with section 80-4.02B(1), except the hardware cloth must be made of at least 16-gauge wire.

**80-4.02C Construction**

**80-4.02C(1) General**

Extend the hardware cloth a minimum of 24 inches above the ground.

Plumb the posts and pull the hardware cloth taut. Correct any alignment issues.

**80-4.02C(2) Permanent Desert Tortoise Fences**

Excavate the ground to form a trench before installing the posts and hardware cloth. Embed the posts at maximum 5-foot intervals into the ground. If T posts are used, use 5-foot lengths and embed the posts to match the above-ground height shown for the posts.

Securely fasten the hardware cloth to the posts with wire ties and to barbless wire with hog rings as shown. Pass the wire ties through the hardware cloth. Encircle the posts and barbless wire with the ties and tie them by twisting a minimum of 3 complete turns.

Bend the twisted ends of the ties down to prevent possible snagging. Close hog rings with their ends overlapping.

Bury the hardware cloth a minimum of 12 inches into the ground. Install the cloth in 1 continuous piece. You may cut the cloth into shorter segments if authorized.

Overlap the hardware cloth segments at posts, with a minimum overlap of 6 inches centered at a post. Wire tie the overlapped cloth to posts as shown. Prevent fraying by threading barbless wire along the vertical edges of the hardware cloth on either side of the post or use 3 equally spaced hog rings (6 hog rings per location) along each wire cloth edge.

Where bedrock or caliche substrate is encountered, use the bent hardware cloth detail if authorized. Transitions from buried-to-bent or bent-to-buried configuration must occur at a post location with a minimum 6-inch overlap of the hardware cloth as shown. The maximum spacing for hold down pins is 24 inches on center. Anchor in place with hold down pins the beginning and end corners of the hardware cloth placed on the ground.

Backfill the removed earth material into the trench created to install the hardware cloth and posts. Use an 8 lb or heavier hand tamper to compact the backfill around the posts and hardware cloth. Install a post at each corner of the cloth segments.

If a gate must be installed, attach the hardware cloth to the gate frame such that there is contact along the entire length of the gate between the finished ground surface and the lower edge of the cloth. Install the gate under section 80-10.

**80-4.02C(3) Temporary Desert Tortoise Fences**

Fold the horizontal edge of the hardware cloth at a 90° angle toward the tortoise habitat area. Ensure the clearance to the ground at the bend is from 0 to 2 inches.

Where the hardware cloth overlaps, secure the bend piece with one of the following:

1. Barbless wire threaded along the width of the cloth
2. Minimum of 4 hog rings equally spaced along the edge

Fasten the bent piece to the ground with hold down pins pushed completely into the ground.

When the temporary fence is no longer needed, compact soil into post holes with an 8 lb or heavier hand tamper.

**80-4.02D Payment**

Not Used

**80-4.03–80-4.09 RESERVED**

^^^

**Add to the end of section 84-8.03A:**

07-15-16

The noise level created by the combined grinding activities must not exceed 86 dBA when measured at a distance of 50 feet at right angles to the direction of travel.

Break rumble strips before and after intersections, driveways, railroad crossings, freeway gore areas, and freeway ramps. Place breaks and break distances as shown. You may adjust breaks and the break distances as needed at low-volume driveways or other locations if authorized.

07-15-16

**Delete *new* in the 1st paragraph of section 84-8.03B.**

07-15-16

**Add to the end of section 84-8.03B:**

Remove grinding residue under section 13-4.03E(7).

**Replace the 1st paragraph of section 84-8.03C with:**

07-15-16

Construct rumble strips in the top layer of HMA and asphalt concrete surfacing by the ground-in method.

**Add between the 2nd and 3rd paragraphs of section 84-8.03C:**

07-15-16

Dispose of the removed material.

07-15-16

**Delete the 2nd paragraph of section 84-8.03C.**

**Replace *37-2* in the 3rd paragraph of section 84-8.03C with:**

07-15-16

37-4.02

**Replace section 84-8.04 with:**

07-15-16

The payment quantity for any type of rumble strip is the length measured by the station along the length of the rumble strip without deductions for gaps between indentations.

**Replace the 2nd paragraph of section 84-9.03B with:**

04-15-16

Completely remove traffic stripes and pavement markings, including any paint in the gaps, by methods that do not remove pavement to a depth of more than 1/8 inch.

**Add between the 2nd and 3rd paragraphs of section 84-9.03B:**

04-15-16

Submit your proposed method for removing traffic stripes and pavement markings at least 7 days before starting the removal work. Allow 2 business days for the review.

Remove pavement marking such that the old message cannot be identified. Make any area removed by grinding rectangular. Water must not puddle in the ground areas. Fog seal ground areas on asphalt concrete pavement.

04-15-16

**Delete *materially* in the 1st paragraph of section 84-9.03D.**

^^^

**flashing beacon control assembly:** Assembly of switches, circuit breakers, terminal blocks, flasher, wiring, and other necessary electrical components housed in a single enclosure for operating a beacon.

**house side lumens:** Lumens from a luminaire directed to light up areas between the fixture and the pole, such as sidewalks at intersection or areas off the shoulders on freeways.

**illuminance gradient:** Ratio of the minimum illuminance on a 1-foot square of sign panel to that on an adjacent 1-foot square of sign panel.

**inductive loop detector:** Detector capable of being actuated by an inductance change caused by a vehicle passing or standing over the loop. An inductive loop detector includes a loop or group of loops installed in the roadway and a lead-in cable installed and connected inside a controller cabinet.

**junction temperature:** Temperature of the electronic junction of the LED device. The junction temperature is critical in determining photometric performance, estimating operational life, and preventing catastrophic failure of the LED.

**L70:** Extrapolated life in hours of the luminaire when the luminous output depreciates 30 percent from the initial values.

**lighting standard:** Pole and mast arm supporting the luminaire.

**LM-79:** Test method from the Illumination Engineering Society of North America specifying the test conditions, measurements, and report format for testing solid state lighting devices, including LED luminaires.

**LM-80:** Test method from the Illumination Engineering Society of North America specifying the test conditions, measurements, and report format for testing and estimating the long-term performance of LEDs for general lighting purposes.

**luminaire:** Assembly that houses the light source and controls the light emitted from the light source.

**National Voluntary Laboratory Accreditation Program:** U.S. Department of Energy program that accredits independent testing laboratories.

**powder coating:** Coating applied electrostatically using exterior-grade, UV-stable, polymer powder.

**power factor:** Ratio of the real power component to the complex power component.

**pretimed controller assembly:** Assembly operating traffic signals under a predetermined cycle length.

**programming mechanism:** Device to program the accessible pedestrian signal operation.

**pull box:** Box with a cover that is installed in an accessible place in a conduit run to facilitate the pulling in of wires or cables.

**push button information message:** Push button information message as defined in the *California MUTCD.*

**push button locator tone:** Push button locator tone as defined in the *California MUTCD*.

**signal face:** Signal face as defined in the *California MUTCD*.

**signal head:** Signal head as defined in the *California MUTCD*.

**signal indication:** Signal indication as defined in the *California MUTCD*.

**signal section:** Signal section as defined in the *California MUTCD*.

**signal standard:** Pole with or without mast arms carrying 1 or more signal faces.

**street side lumens:** Lumens from a luminaire directed to light up areas between the fixture and the roadway, such as traveled ways and freeway lanes.

**surge protection device:** Subsystem or component that protects equipment against short-duration voltage transients in power line.

**total harmonic distortion:** Ratio of the rms value of the sum of the squared individual harmonic amplitudes to the rms value of the fundamental frequency of a complex waveform.

**traffic-actuated controller assembly:** Assembly for operating traffic signals under the varying demands of traffic as registered by detector actuation.

**traffic phase:** Traffic phase as defined in the *California MUTCD*.

**vehicle:** Vehicle as defined in the *California Vehicle Code*.

**vibrotactile pedestrian device:** Vibrotactile pedestrian device as defined in the *California MUTCD*.

### 86-1.01C Submittals

#### 86-1.01C(1) General

Within 15 days after Contract approval, submit a list of equipment and materials you propose to install.

Submit the list before shipping equipment and materials to the job site. The list must include:

1. Manufacturer's name
2. Make and model number
3. Month and year of manufacture
4. Lot and serial numbers
5. Contract number
6. Your contact information

Submit confirmation of the vendor's acceptance of the order for the electrical equipment and materials as an informational submittal.

Submit 3 sets of computer-generated, schematic wiring diagrams for each cabinet.

Diagrams, plans, and drawings must be prepared using graphic symbols in IEEE 315, "Graphic Symbols for Electrical and Electronic Diagrams."

Submit a schedule of values within 15 days after Contract approval.

Do not include costs for the traffic control system in the schedule of values.

Submit a manufacturer's maintenance manual or combined maintenance and operation manual as an informational submittal. The manual must have a master item index that includes:

1. Specifications
2. Design characteristics
3. General operation theory
4. Function of all controls
5. Troubleshooting procedure
6. Parts list, descriptions, stock numbers, and settings
7. Block circuit diagram
8. Layout of components
9. Schematic diagrams

#### 86-1.01C(2) Pull Boxes

Submit the manufacturer's installation instructions for pull boxes, including:

1. Quantity and size of entries that can be made without degrading the strength of the pull box below the load rating
2. Locations where side entries can be made
3. Acceptable method for creating the entry

Submit load-rating test reports for pull boxes from a NRTL.

**86-1.01C(3) LED Luminaires**

Submit for an LED luminaire:

1. Maximum power in watts
2. Maximum designed junction temperature
3. Heat sink area in square inches
4. Designed junction-to-ambient thermal resistance calculation with thermal resistance components clearly defined
5. L70 in hours when extrapolated for the average nighttime operating temperature
6. Life expectancy based on the junction temperature
7. Manufacturer's data sheet for the power supply, including the rated life

Submit the manufacturer's QC test data for LED luminaires as an informational submittal.

**86-1.01C(4) Low-Pressure Sodium Luminaires**

Submit the manufacturer's QC test data for low-pressure sodium luminaires as an informational submittal.

**86-1.01C(5) Service Equipment Enclosures**

Submit shop drawings for a service equipment enclosure to METS.

**86-1.01C(6) Signal Heads**

Submit a certificate of compliance and the manufacturer's QC test data for signal heads as an informational submittal.

**86-1.01C(7) LED Signal Modules**

Submit the manufacturer's QC test data for LED signal modules as an informational submittal.

**86-1.01C(8) Visors**

Submit a certificate of compliance and the manufacturer's QC test data for visors as an informational submittal.

**86-1.01C(9) LED Countdown Pedestrian Signal Face Modules**

Submit the manufacturer's QC test data for LED countdown pedestrian signal face modules as an informational submittal.

**86-1.01C(10) Accessible Pedestrian Signals**

Submit the manufacturer's QC test data for accessible pedestrian signals as an informational submittal.

**86-1.01D Quality Assurance**

**86-1.01D(1) General**

Electrical equipment must comply with one or more of the following standards:

1. ANSI
2. ASTM
3. EIA/ECIA
4. NEMA
5. NETA
6. UL/NRTL
7. TIA

Materials must comply with:

1. FCC rules
2. ITE standards
3. NEC
4. California Electrical Code

**86-1.01D(2) Source Quality Control**

Service equipment enclosures and cabinets must be inspected and tested at the source.

### 86-1.01D(3) Department Acceptance

Deliver material and equipment for testing to METS.

Allow 30 days for testing. The Department notifies you when testing is complete.

If the Department accepts the material or equipment, you must pick it up from the test site and deliver it to the job site.

If the Department rejects material or equipment, remove it within 5 business days after you are notified it is rejected. If it is not removed within that period, the Department may remove it and ship it to you and deduct the costs of labor, material and shipping.

Resubmit a new sample and allow 30 days for retesting. The retesting period starts when the replacement material or equipment is delivered to METS.

## 86-1.02 MATERIALS

### 86-1.02A General

Anchor bolts, anchor bars or studs, and nuts and washers must comply with section 75-1.02.

Bolt threads must accept galvanized standard nuts without requiring tools or causing removal of protective coatings.

### 86-1.02B Conduit and Accessories

#### 86-1.02B(1) General

Conduit and fittings must comply with the requirements shown in the following table:

**Conduit and Fitting Requirements**

| Type | Requirement |
|---|---|
| 1 | Must be hot-dip galvanized rigid steel complying with UL 6 and ANSI C80.1. The zinc coating must comply with copper sulfate test requirements in UL 6. Fittings must be electrogalvanized and certified under UL 514B. |
| 2 | Must comply with requirements for Type 1 conduit and be coated with PVC or polyethylene. The exterior thermoplastic coating must have a minimum thickness of 35 mils. The internal coating must have a minimum thickness of 2 mils. Coated conduit must comply with NEMA RN 1, or NRTL PVC-001. |
| 3 | Must be Type A, extruded, rigid PVC conduit complying with UL 651 or must be HDPE conduit complying with UL 651A. |
| 4 | Must have an inner, flexible metal core covered by a waterproof, nonmetallic, sunlight-resistant jacket, and must be UL listed for use as a grounding conductor. Fittings must be certified under UL 514B. |
| 5 | Must be intermediate steel complying with UL 1242 and ANSI C80.6. The zinc coating must comply with copper sulfate test requirements specified in UL 1242. Fittings must be electrogalvanized and certified under UL 514B. |

Bonding bushings installed on metal conduit must be insulated and either a galvanized or zinc-alloy type.

#### 86-1.02B(2) Structures Accessories

Steel hangers, steel brackets, and other fittings used to support conduit in or on a wall or bridge superstructure must comply with section 75-3.

Precast concrete cradles for conduit must be made of minor concrete and commercial-quality welded wire fabric. The minor concrete must contain a minimum of 590 lb of cementitious material per cubic yard. The cradles must be moist cured for a minimum of 3 days.

### 86-1.02C Pull Boxes

#### 86-1.02C(1) General

Pull box cover must have a marking on the top that is:

1. Clearly defined

2. Uniform in depth
3. Parallel to either side
4. 1 to 3 inches in height

Cover marking must be:

1. *SERVICE* for service circuits between a service point and service disconnect
2. *SERVICE IRRIGATION* for circuits from a service equipment enclosure to an irrigation controller
3. SERVICE BOOSTER PUMP for circuits from a service equipment enclosure to the booster pump
4. *TDC POWER* for circuits from a service equipment enclosure to telephone demarcation cabinet
5. *LIGHTING* for a lighting system
6. *SIGN ILLUMINATION* for a sign illumination system
7. *SIGNAL AND LIGHTING* for a signal and lighting system
8. *RAMP METER* for a ramp metering system
9. *TMS* for a traffic monitoring station
10. *FLASHING BEACON* for a flashing beacon system
11. *CMS* for a changeable message sign system
12. *INTERCONNECT* for an interconnect conduit and cable system

The load rating must be stenciled on the inside and outside of the pull box and the cover.

If a transformer or other device must be placed in the pull box, include recesses for a hanger.

The hardware must be stainless steel with 18 percent chromium and 8 percent nickel content.

**86-1.02C(2) Nontraffic Pull Boxes**

A nontraffic pull box and cover must comply with ANSI/SCTE 77, "Specification for Underground Enclosure Integrity," for Tier 22 load rating and must be gray or brown.

Each new pull box must have a cover with an electronic marker cast inside.

A pull box extension must be made of the same material as the pull box. The extension may be another pull box if the bottom edge of the pull box fits into the opening for the cover.

The bolts, nuts, and washers must be a captive design and galvanized. Captive bolts for securing the cover of nontraffic pull boxes must be capable of withstanding a torque from 55 to 60 ft-lb and a minimum pull-out strength of 750 lb.

**86-1.02C(3) Traffic Pull Boxes**

A traffic pull box and cover must comply with ASTM C857 for HS20-44 loading.

The frame must be anchored to the box with 2-1/4-inch-long concrete anchors with a 1/4 inch diameter. A no. 3-1/2(T) pull box must have 4 concrete anchors, one placed in each corner. No. 5(T) and no. 6(T) pull boxes must have 6 concrete anchors, one placed in each corner and one near the middle of each of the longer sides.

Nuts must be vibration-resistant, zinc-plated, carbon steel and have a wedge ramp at the root of the thread.

Before galvanizing a steel or cast iron cover, the manufacturer must apply the cover marking by one of the following methods:

1. Use a cast iron strip at least 1/4 inch thick with letters raised a minimum of 1/16 inch. Fasten the strip to the cover with 1/4-inch, flathead, stainless steel machine bolts and nuts. Peen the bolts after tightening.
2. Use a sheet steel strip at least 0.027 inch thick with letters raised a minimum of 1/16 inch. Fasten the strip to the cover by spot welding, tack welding, or brazing with 1/4-inch stainless steel rivets or 1/4-inch, roundhead, stainless steel machine bolts and nuts. Peen the bolts after tightening.

The steel cover must be countersunk approximately 1/4 inch to accommodate the bolt head. When tightened, the bolt head must be no more than 1/8 inch above the top of the cover.

**86-1.02C(4) Reserved**

**86-1.02D Tapes**

**86-1.02D(1) General**

Reserved

**86-1.02D(2) Pull Tape**

Pull tape must be a flat, woven, lubricated, soft-fiber, polyester tape with a minimum tensile strength of 1,800 lb. The tape must have sequential measurement markings every 3 feet.

**86-1.02D(3) Reserved**

**86-1.02E Reserved**

**86-1.02F Conductors and Cables**

**86-1.02F(1) Conductors**

**86-1.02F(1)(a) General**

Reserved

**86-1.02F(1)(b) Reserved**

**86-1.02F(1)(c) Copper Conductors**

**86-1.02F(1)(c)(i) General**

Copper wire must comply with ASTM B3 and B8.

Conductor must be clearly and permanently marked the entire length of its outer surface with:

1. Manufacturer's name or trademark
2. Insulation-type letter designation
3. Conductor size
4. Voltage
5. Temperature rating
6. Number of conductors for a cable

The minimum insulation thickness and color code requirements must comply with NEC.

A conductor must be UL listed or NRTL certified and rated for 600 V(ac).

Insulation for no. 14 to no. 4 conductors must be one of the following:

1. Type TW PVC under ASTM D2219
2. Type THW PVC
3. Type USE, RHH, or RHW cross-linked polyethylene

The insulation for no. 2 and larger conductors must be one of the above or THWN.

Conductors must be identified as shown in the following table:

**Conductor Identification**

| Circuit | Signal phase or function | Identification | | | Size |
|---|---|---|---|---|---|
| | | Insulation color[d] | | | |
| | | Base | Stripe[a] | Band symbols | |
| Signals (vehicle)[a, b] | 2, 6 | Red, yel, brn | Blk | 2, 6 | 14 |
| | 4, 8 | Red, yel, brn | Ora | 4, 8 | 14 |
| | 1, 5 | Red, yel, brn | None | 1, 5 | 14 |
| | 3, 7 | Red, yel, brn | Pur | 3, 7 | 14 |
| | Ramp meter 1 | Red, yel, brn | None | NBR | 14 |
| | Ramp meter 2 | Red, yel, brn | Blk | NBR | 14 |
| Pedestrian signals | 2p, 6p | Red, brn | Blk | 2p, 6p | 14 |
| | 4p, 8p | Red, brn | Ora | 4p, 8p | 14 |
| | 1p, 5p | Red, brn | None | 1p, 5p | 14 |
| | 3p, 7p | Red, brn | Pur | 3p, 7p | 14 |
| Pedestrian push buttons | 2p, 6p | Blu | Blk | P-2, P-6 | 14 |
| | 4p, 8p | Blu | Ora | P-4, P-8 | 14 |
| | 1p, 5p | Blu | None | P-1, P-5 | 14 |
| | 3p, 7p | Blu | Pur | P-3, P-7 | 14 |
| Traffic signal controller cabinet | Ungrounded circuit conductor | Blk | None | CON-1 | 6 |
| | Grounded circuit conductor | Wht | None | CON-2 | 6 |
| Highway lighting pull box to luminaire | Ungrounded - line 1 | Blk | None | NBR | 14 |
| | Ungrounded - line 2 | Red | None | NBR | 14 |
| | Grounded | Wht | None | NBR | 14 |
| Multiple highway lighting | Ungrounded - line 1 | Blk | None | ML1 | 10 |
| | Ungrounded - line 2 | Red | None | ML2 | 10 |
| Lighting control | Ungrounded - PEU | Blk | None | C1 | 14 |
| | Switching leg from PEU unit or SM transformer | Red | None | C2 | 14 |
| Service | Ungrounded - line 1 (signals) | Blk | None | NBR | 6 |
| | Ungrounded - line 2 (lighting) | Red | None | NBR | 8 |
| Sign lighting | Ungrounded - line 1 | Blk | None | SL-1 | 10 |
| | Ungrounded - line 2 | Red | None | SL-2 | 10 |
| Flashing beacons | Ungrounded between flasher and beacons | Red or yel | None | F-Loc.[c] | 14 |
| Grounded circuit conductor | Pedestrian push buttons | Wht | Blk | NBR | 14 |
| | Signals and multiple lighting | Wht | None | NBR | 10 |
| | Flashing beacons and sign lighting | Wht | None | NBR | 12 |
| | Lighting control | Wht | None | C-3 | 14 |
| | Service | Wht | None | NBR | 14 |
| Railroad preemption | | Blk | None | R | 14 |
| Spares | | Blk | None | NBR | 14 |

NBR = No band required PEU=Photoelectric unit

[a]On overlaps, the insulation is striped for the 1st phase in the designation, e.g., phase (2+3) conductor is striped as for phase 2.

[b]Band for overlap and special phases as required

[c]Flashing beacons having separate service do not require banding.

[d]Color Code: Yel-Yellow, Brn-Brown, Blu-Blue, Blk-Black, Wht-White, Ora-Orange, Pur-Purple

The insulation color must be homogeneous throughout the full depth of the insulation. The identification stripe must be continuous throughout the length of the conductor.

**86-1.02F(1)(c)(ii) Bonding Jumpers and Equipment Grounding Conductors**

A bonding jumper must be copper wire or copper braid of the same cross-sectional area as a no. 8 conductor or larger.

An equipment grounding conductor may be bare or insulated.

**86-1.02F(1)(c)(iii) Inductive Loop Conductors**

Inductive loop conductor must comply with the requirements shown in the following table:

**Conductor Requirements for Inductive Loop Detectors**

| Loop wire | Requirement |
|---|---|
| Type 1 | Type RHW-USE neoprene-jacketed or Type USE cross-linked polyethylene, insulated, no. 12, stranded copper wire with a minimum 40-mils insulation thickness at any point. |
| Type 2 | Type THWN or Type XHHW, no. 14, stranded copper wire in a plastic tubing. The plastic tubing must be polyethylene or vinyl rated for use at 105 °C and resistant to oil and gasoline. The outside diameter of the tubing must be at most 0.27 inch with a wall thickness of at least 0.028 inch. |

**86-1.02F(1)(d) Reserved**

Reserved

**86-1.02F(2) Cables**

**86-1.02F(2)(a) General**

Reserved

**86-1.02F(2)(b) Reserved**

Reserved

**86-1.02F(2)(c) Reserved**

**86-1.02F(2)(d) Copper Cables**

**86-1.02F(2)(d)(i) General**

The conductor wire size for a detector lead-in cable must comply with the requirements of ASTM B286.

Cable, except a detector lead-in cable, must be clearly and permanently marked the entire length of its outer surface with:

1. Manufacturer's name or trademark
2. Insulation-type letter designation
3. Conductor size
4. Voltage
5. Temperature rating
6. Number of conductors for a cable

**86-1.02F(2)(d)(ii) Conductors Signal Cables**

A conductors signal cable must have a black polyethylene jacket with an inner polyester binder sheath. The cable jacket must be rated for 600 V(ac) and 75 degrees C. Filler material, if used, must be polyethylene.

The individual conductors in the cable must be solid copper complying with ASTM B286 with Type THWN insulation. The minimum thickness of insulation must comply with NEC for conductor sizes no. 14 to no.10. The minimum thickness of the nylon jacket must be 4 mils.

Cable must comply with the requirements shown in the following table:

| Cable type[a] | Conductor quantity and type | Cable jacket thickness (mils) | | Maximum nominal outside diameter (inch) | Conductor color code |
|---|---|---|---|---|---|
| | | Average | Minimum | | |
| 3CSC | 3 no. 14 | 44 | 36 | 0.40 | Blue/black, blue/orange, white/black stripe |
| 5CSC | 5 no. 14 | 44 | 36 | 0.50 | Red, yellow, brown, black, white |
| 9CSC | 8 no. 14<br>1 no. 12 | 60 | 48 | 0.65 | No. 12 - white,<br>no. 14 - red, yellow, brown, black, and red/black, yellow/black, brown/black, white/black stripe |
| 12CSC | 11 no. 14<br>1 no. 12 | 60 | 48 | 0.80 | No. 12 - white,<br>no. 14 - red, yellow, brown, red/black stripe, yellow/black stripe, brown/black stripe, black/red stripe, black/white stripe, black, red/white stripe, brown/white stripe |
| 28CSC | 27 no. 14<br>1 no. 10 | 80 | 64 | 0.90 | No. 10 - white<br>no. 14 - red/black stripe, yellow/black stripe, brown/black stripe, red/orange stripe, yellow/orange stripe, brown/orange stripe, red/silver stripe, yellow/silver stripe, brown/silver stripe, red/purple stripe, yellow/purple stripe, brown/purple stripe, red/2 black stripes, brown/2 black stripes, red/2 orange stripes, brown/2 orange stripes, red/2 silver stripes, brown/2 silver stripes, red/2 purple stripes, brown/2 purple stripes, blue/black stripe, blue/orange stripe, blue/silver stripe, blue/purple stripe, white/black stripe, black/red stripe, black |

**86-1.02F(2)(d)(iii) Detector Lead-in Cables**

Conductors for a loop detector lead-in cable must be two no. 16, 19-by-29, stranded, tinned copper wires with calculated cross-sectional areas complying with ASTM B286, table 1 and must comply with the requirements shown in the following table:

**Conductor Requirements for Loop Detector Lead-In Cables**

| Lead-in cable | Requirement |
|---|---|
| Type B | Insulated with 20 mils of high-density polyethylene. Conductors must be twisted together with at least 2 turns per foot, and the twisted pair must be protected with a copper or aluminum polyester shield. A minimum no. 20 copper drain wire must be connected to the equipment ground within the cabinet. Cable must have a high-density polyethylene or high-density polypropylene outer jacket with a nominal thickness of 32 mils. Include an amorphous, interior, moisture penetration barrier of nonhydroscopic polyethylene or polypropylene fillers. |
| Type C | Comply with International Municipal Signal Association Specification no. 50-2. A minimum no. 20 copper drain wire must be connected to the equipment ground within the cabinet. |

### 86-1.02F(2)(d)(iv) Reserved

### 86-1.02F(2)(d)(v) Signal Interconnect Cables

A signal interconnect cable must be a 6-pair type with stranded, tinned, copper no. 20 conductors. The insulation for each conductor must be color-coded polypropylene with a minimum 13-mils nominal thickness. The conductors must be in color-coded, twisted pairs. Each pair must be wrapped with an aluminum polyester shield and have a no. 22 or larger, stranded, tinned, copper drain wire inside the shielded pair.

The cable jacket must be black HDPE rated for a minimum of 300 V(ac) and 60 degrees C. The jacket must have a minimum nominal wall thickness of 40 mils.

### 86-1.02F(2)(e) Reserved

### 86-1.02G Equipment Identification Characters

Equipment identification characters must be 2-1/2 inch, series D lettering, except on wood poles, they must be 3-inch lettering.

The characters must be self-adhesive reflective labels or paint, except on wood poles, they must be embossed on aluminum.

### 86-1.02H Splicing Materials

Splicing materials include:

1. Connectors
2. Electrical insulating coating
3. PVC electrical tape
4. Butyl rubber stretchable tape
5. PVC pressure-sensitive adhesive tape
6. Heat shrink tubing

Connectors must be C-shaped compression or butt type.

Electrical insulating coating must be a fast drying sealant with low nontoxic fumes.

PVC electrical tape must have a minimum thickness of 80 mils.

Butyl rubber stretchable tape with liner must have a minimum thickness of 120 mils.

PVC pressure-sensitive adhesive electrical tape must have a minimum thickness of 6 mils.

Electrical tapes must be self-fusing, oil- and flame-resistant, synthetic rubber and be UL listed or NRTL certified.

Heat-shrink tubing must be made of irradiated polyolefin tubing with a minimum wall thickness of 40 mils before contraction and an adhesive mastic inner wall. When heated, the inner wall must melt and fill the crevices and interstices of the covered splice area and the outer wall must shrink to form a waterproof insulation.

Heat-shrink tubing must comply with the requirements for extruded, insulating tubing at 600 V(ac) specified in UL Standard 468D and ANSI C119.1 and the requirements shown in the following table:

**Heat-Shrink Tubing Requirements**

| Quality characteristic | Requirement |
|---|---|
| Shrinkage ratio of supplied diameter[a] (max, %) | 33 |
| Dielectric strength (min, kV/in) | 350 |
| Resistivity (min, Ω/in) | $25 \times 10^{13}$ |
| Tensile strength (min, psi) | 2,000 |
| Operating temperature (°C) | -40–90 (135 °C in emergency) |
| Water absorption (max, %) | 0.5 |

[a]When heated to 125 °C and allowed to cool to 25 °C

### 86-1.02I Connectors and Terminals

A connector and terminal must comply with SAE-AS7928 and be a crimp type, rated for 600 V(ac) and either UL listed or NRTL certified.

### 86-1.02J Standards, Poles, Pedestals, and Posts

Standards for signals, lighting, and flashing beacons, poles for closed circuit television, pedestals for cabinets, posts for extinguishable message sign and posts for pedestrian push button assemblies must comply with section 56-3.

### 86-1.02K Luminaires

#### 86-1.02K(1) General

Luminaire must be either LED or low-pressure-sodium type.

#### 86-1.02K(2) LED Luminaires

LED luminaire must be on the Authorized Material List for LED luminaires and must:

1. Be self-contained, not requiring assembly.
2. Comply with UL 1598 for luminaires in wet locations.
3. Have a power supply with:
   - 3.1. ANSI/IEC rating of at least IP65.
   - 3.2. 2 leads to accept standard 0-10 V(dc).
   - 3.3. Dimming control compatible with IEC 60929, Annex E. If the control leads are open or the analog control signal is lost, the circuit must default to 100-percent power.
   - 3.4. Case temperature self rise of 77 degrees F or less above ambient temperature in free air with no additional heat sinks.
4. Weigh no more than 35 lb.
5. Have a minimum operating life of 63,000 hours when operated for an average time of 11.5 hours at an average temperature of 70 degrees F.
6. Be designed to operate over a temperature range from -40 to 130 degrees F.
7. Be operationally compatible with photoelectric controls.
8. Have a correlated color temperature range from 3,500 to 6,500 K and a color rendering index of 65 or greater.
9. Have a maximum-effective projected area of 1.4 sq ft when viewed from either side or end.
10. Have a housing color that matches a color no. 26152 to 26440, 36231 to 36375, or 36440 of FED-STD-595.
11. Have an ANSI C136.41-compliant, locking-type, photocontrol receptacle with dimming connections and a watertight shorting cap.
12. Comply with LM-79, LM-80 and California Test 611.

The individual LEDs must be connected such that a catastrophic loss or a failure of 1 LED does not result in the loss of more than 20 percent of the luminous output of the luminaire.

The luminaire must be permanently marked inside the unit and outside of its packaging box. Marking consists of:

1. Manufacturer's name or trademark

2. Month and year of manufacture
3. Model, serial, and lot numbers
4. Rated voltage, wattage, and power in VA

An LED luminaire's onboard circuitry must include a surge protection device to withstand high-repetition noise transients caused by utility line switching, nearby lightning strikes, and other interferences. The device must protect the luminaire from damage and failure due to transient voltages and currents as defined in Tables 1 and 4 of ANSI/IEEE C64.41.2 for location category C-High. The surge protection device must comply with UL 1449 and ANSI/IEEE C62.45 based on ANSI/IEEE C62.41.2 definitions for standard and optional waveforms for location category C-High.

An LED luminaire and its associated onboard circuitry must comply with the Class A emission limits under 47 CFR 15(B) for the emission of electronic noise.

The fluctuations of line voltage must have no visible effect on the luminous output.

The operating voltage may range from 120 to 480 V(ac), 60 ± 3 Hz. Luminaire must operate over the entire voltage range or the voltage range must be selected from one of the following:

1. Luminaire must operate over a voltage range from 95 to 277 V(ac). The operating voltages for this option are 120 V(ac) and 240 V(ac).
2. Luminaire must operate over a voltage range from 347 to 480 V(ac). The operating voltage for this option is 480 V(ac).

LED luminaire must have a power factor of 0.90 or greater. The total harmonic distortion, current, and voltage induced into a power line by a luminaire must not exceed 20 percent. The L70 of the luminaire must be the minimum operating life or greater. Illuminance measurements must be calibrated to standard photopic calibrations.

The maximum power consumption and maintained illuminance of the LED luminaires must comply with the isofootcandle curves as shown.

LED luminaire must not allow more than 10 percent of the rated lumens to project above 80 degrees from vertical and 2.5 percent of the rated lumens to project above 90 degrees from vertical.

Luminaire must have passive thermal management with enough capacity to ensure proper heat dissipation and functioning of the luminaire over its minimum operating life. The maximum junction temperature for the minimum operating life must not exceed 221 degrees F.

The junction-to-ambient thermal resistance must be 95 degrees F per watt or less. The use of fans or other mechanical devices is not allowed for cooling the luminaire. The heat sink must be made of aluminum or other material of equal or lower thermal resistance. The luminaire must contain circuitry that automatically reduces the power to the LEDs so the maximum junction temperature is not exceeded when the ambient temperature is 100 degrees F or greater.

The luminaire's housing must be fabricated from materials designed to withstand a 3,000-hour salt spray test under ASTM B117. All aluminum used in housings and brackets must be made of a marine-grade alloy with less than 0.2 percent copper. All exposed aluminum must be anodized. A chromate conversion undercoating must be used underneath a thermoplastic polyester powder coat.

The housing must be designed to prevent the buildup of water on its top surface. Exposed heat sink fins must be oriented to allow water to run off the luminaire and carry dust and other accumulated debris away from the unit. The optical assembly of the luminaire must be protected against dust and moisture intrusion to at least an UL 60529 rating of IP66. The power supply enclosure must be protected to at least an UL 60529 rating of IP43.

The housing must have a slip fitter capable of being mounted on a 2-inch-diameter pipe tenon. Slip fitter must:

1. Fit on mast arms with outside diameters from 1-5/8 to 2-3/8 inches
2. Be adjustable to a minimum of ±5 degrees from the axis of the tenon in a minimum of 5 steps: +5, +2.5, 0, -2.5, -5
3. Have clamping brackets that:

3.1. Are made of corrosion-resistant materials or treated to prevent galvanic reactions
3.2. Do not bottom out on the housing bosses when adjusted within the designed angular range
3.3. Do not permanently set in excess of 1/32 inch when tightened

Each refractor or lens must be made of UV-inhibiting high-impact plastic, such as acrylic or polycarbonate, or heat- and impact-resistant glass. The refractor or lens must be resistant to scratching. Polymeric materials, except for the lenses of enclosures containing either the power supply or electronic components of the luminaire, must be made of UL94 V-0 flame-retardant materials.

An LED luminaire and its internal components must be able to withstand mechanical shock and vibration.

If the components are mounted on a down-opening door, the door must be hinged and secured to the luminaire's housing separately from the refractor or flat lens frame. The door must be secured to the housing to prevent accidental opening. A safety cable must mechanically connect the door to the housing.

An LED luminaire must have a barrier-type terminal block secured to the housing to connect field wires. The terminal screws must be captive and equipped with wire grips for conductors up to no. 6.

The conductors and terminals must be identified and marked.

**86-1.02K(3) Low-Pressure Sodium Luminaires**

A low-pressure sodium luminaire must be an enclosed cutoff or semi-cutoff type and be self-contained, not requiring assembly.

The housing must be either (1) a minimum 1/16-inch-thick, corrosion-resistant, die-cast aluminum sheet and plate with concealed continuous welds or (2) a minimum 3/32-inch-thick, acrylonitrile-butadiene-styrene sheet material on a cast aluminum frame. The housing must provide mounting for all electrical components and a slip fitter. The housing must be divided into optical and power compartments that are individually accessible for service and maintenance.

The painted exterior surface of the luminaire must be finished with a fused coating of electrostatically applied polyester powder paint or other UV-inhibiting film. The color must be aluminum gray.

A sealing ring must be installed in the pipe tenon opening to prevent the entry of water and insects into the power and optical compartments. The ring must be made of high-temperature neoprene or equal material.

The power unit assembly must be accessible through a weather-tight, hinged cover secured to the housing with spring latches or captive screws.

The luminaire's hardware must be stainless steel or cadmium plated. Removable components must be secured with machine screws or bolts instead of sheet metal screws.

A semi-cutoff luminaire or a molded refractor-style cutoff luminaire must include a refractor. Other cutoff luminaires must include a flat lens. The refractor assembly and flat lens assembly must be designed to rigidly maintain their shape and be hinged and secured to the housing with spring latches.

The refractor must be either a 1-piece injection-molded polycarbonate with a minimum thickness of 3/32 inch or a 1-piece injection-molded acrylic with a minimum thickness of 1/8 inch. Alternate methods of manufacturing the refractor may be authorized provided minimum specified thicknesses are maintained.

The flat lens must be a 1-piece polycarbonate with a minimum thickness of 3/32 inch, mounted to a metal frame.

The lamp socket must be made of high-temperature, flame-retardant, thermoset material with self-wiping contacts or an equal. The socket must be rated for 660 W and 1,000 V(ac). The position of the socket and support must maintain the lamp in the correct relationship with the reflector and refractor for the designed light distribution pattern. The reflector may be an integral part of the housing.

The luminaire must comply with the isofootcandle curves as shown.

Low-pressure sodium lamp must:

1. Be a 180 W, single-ended, bayonet-base, tubular, gas-discharge lamp

2. Maintain a minimum of 93 percent of its initial lumens over its rated life
3. Reach 80 percent of its light output within 10 minutes
4. Restrike within 1 minute after a power outage or voltage drop at the lamp socket
5. Have ANSI L74/E designation

The lamp operating position must be at ±20 degrees from the horizontal.

Lamp must comply with the minimum performance requirements shown in the following table:

**Minimum Performance Requirements**

| Quality characteristic | Requirement |
|---|---|
| Initial lumens (lm) | 33,000 |
| Rated average life at 10 h/start (h) | 18,000 |

The low-pressure sodium lamp ballast must be an autotransformer or high-reactance type. The power factor must be not less than 90 percent when the ballast is operated at the nominal line voltage with a nominally-rated reference lamp. The lamp wattage regulation spread must not vary by more than ±6 percent for ±10 percent input voltage variation from nominal through life.

At the line voltage, the ballast must have a lamp current crest factor not exceeding 1.8 and ballast loss not exceeding 24 percent for a 180 W ballast.

The ballast must include a multi-circuit connector for quick disconnection.

**86-1.02K(4) Reserved**

**86-1.02L Reserved**

**86-1.02M Photoelectric Controls**

Photoelectric control types are as shown in the following table:

**Photoelectric Control Types**

| Control type | Description |
|---|---|
| I | Pole-mounted photoelectric unit. Test switch housed in an enclosure. |
| II | Pole-mounted photoelectric unit. Contactor and test switch located in a service equipment enclosure. |
| III | Pole-mounted photoelectric unit. Contactor and a test switch housed in an enclosure. |
| IV | A photoelectric unit that plugs into a NEMA twist-lock receptacle, integral with the luminaire. |
| V | A photoelectric unit, contactor, and test switch located in a service equipment enclosure. |

The pole-mounted adaptor for Type I, II, and III photoelectric controls must include a terminal block and cable supports or clamps to support the wires.

The enclosure for Type I and III photoelectric controls must be a NEMA 3R type. The enclosure must have a factory-applied, rust-resistant prime coat and finish coat. The enclosure must be hot-dip galvanized or painted to match the color of the lighting standard.

Photoelectric unit must:

1. Have a screen to prevent artificial light from causing cycling.
2. Have a rating of 60 Hz, 105-130 V(ac), 210-240 V(ac), or 105-240 V(ac).
3. Operate at a temperature range from -20 to 55 degrees C.
4. Consume less than 10 W.
5. Be a 3-prong, twist-lock type with a NEMA IP 65 rating, ANSI C136.10-compliant
6. Have a fail-on state
7. Fit into a NEMA-type receptacle
8. Turn on from 1 to 5 footcandles and turn off from 1.5 to 5 times the turn-on level. Measurements must be made by procedures in *EEI-NEMA Standards for Physical and Electrical Interchangeability of Light-Sensitive Control Devices Used in the Control of Roadway Lighting.*

Type I, II, III, and V photoelectric controls must have a test switch to allow manual operation of the lighting circuit. Switch must be:

1. Single-hole mounting, toggle type
2. Single pole and single throw
3. Labeled *Auto-Test* on a nameplate

Photoelectric control's contactor must be:

1. Normally open
2. Mechanical-armature type with contacts of fine silver, silver alloy, or equal or better material
3. Installed to provide a minimum space of 2-1/2 inches between the contactor terminals and the enclosure's sides

The terminal blocks must be rated at 25 A, 600 V(ac), molded from phenolic or nylon material, and be the barrier type with plated-brass screw terminals and integral marking strips.

### 86-1.02N Fused Splice Connectors

The fused splice connector for 240 and 480 V(ac) circuits must simultaneously disconnect both ungrounded conductors. The connector must not have exposed metal parts except for the head of the stainless steel assembly screw. The head of the assembly screw must be recessed a minimum of 1/32 inch below the top of the plastic boss that surrounds the head.

The connector must protect the fuse from water or weather damage. Contact between the fuse and fuse holder must be spring loaded.

Fuses must:

1. Be standard, midget, ferrule type
2. Have a nontime-delay feature
3. Be 3/32 by 1-1/2 inches

### 86-1.02O Grounding Electrodes

Grounding electrode must be:

1. 1 piece
2. Minimum 10-foot length of one of the following:
   2.1. Galvanized steel rod or pipe not less than 3/4 inch in diameter
   2.2. Copper clad steel rod not less than 5/8 inch in diameter

### 86-1.02P Enclosures

#### 86-1.02P(1) General

The enclosures must be rated NEMA 3R and include a dead front panel and a hasp with a 7/16-inch-diameter hole for a padlock.

The enclosure's machine screws and bolts must not protrude outside the cabinet wall.

The fasteners on the exterior of an enclosure must be vandal resistant and not be removable. The exterior screws, nuts, bolts, and washers must be stainless steel.

#### 86-1.02P(2) Service Equipment Enclosures

A service equipment enclosure must be factory wired and manufactured from steel and galvanized or have factory-applied, rust-resistant prime and finish coats, except Types II and III.

Type II and III service equipment enclosures must:

1. Be made of 0.125-inch minimum thickness 5052-H32 aluminum sheet complying with ASTM B209.
2. Be manufactured using gas metal arc welding with bare aluminum welding electrodes. The electrodes must comply with AWS A5.10 Class ER5356.

3. Be manufactured using welding procedures, welders, and welding operators that comply with the requirements for welding procedures, welders, and welding operators in in AWS B2.1, "Specification for Welding Procedure and Performance Qualification."
4. Have full-seal weld exterior seams.
5. Exterior welds must be ground smooth and edges filed to a radius of at least 0.03 inch.
6. Have a surface finish that complies with MIL-A-8625 for a Type II, Class I coating, except the anodic coating must have a minimum thickness of 0.0007 inch and a minimum coating weight of 0.001 oz/sq in.

If a Type III enclosure houses a transformer of more than 1 kVA, the enclosure must have effective screened ventilation louvers of no less than 50 sq. in for each louver. The framed screen must be stainless no. 304 with a no. 10 size mesh and secured with at least 4 bolts.

The dead front panel on a Type III service equipment enclosure must have a continuous stainless steel or aluminum piano hinge. The panel must be secured with a latch or captive screws. No live part must be mounted on the panel.

The enclosure must be watertight and marked as specified in NEC to warn of potential electric-arc flash hazards.

Internal conductors for the photoelectric control unit must be 600 V(ac), 14 AWG (THHN) stranded machine tool wire. Where subject to flexing, 19 stranded wire must be used.

The meter area must be have a sealable, lockable, weather-tight cover that can be removed without the use of tools.

For Type III-A, III-B, and III-C enclosures, the meter socket must be a 5-clip type, and the landing lug must be suitable for multiple conductors.

For a Type III-D enclosure, the meter socket must be a 7-clip type, and the landing lug must be suitable for multiple conductors. The pedestal must comply with the Electric Utility Service Equipment Requirements Committee drawing no. 308 or 309.

Landing lugs must be (1) sized for the incoming service utility conductors, (2) compatible with either copper or aluminum conductors, and (3) made of copper or tin-plated aluminum. Live parts of the electrical equipment must be guarded against accidental contact.

The main and neutral busses of the enclosure must be made of tin-plated copper, be rated for 125 A, and be suitable for copper or aluminum conductors.

Each service equipment enclosure must have up to 2 main circuit breakers that will simultaneously disconnect ungrounded service-entrance conductors.

Circuit breaker for a service equipment enclosure must:

1. Be quick-break on either automatic or manual operation
2. Be trip indicating
3. Be internal-trip type
4. Be UL listed or NRTL certified and comply with UL 489 or equal
5. Be clearly marked with the frame size
6. Have an operating mechanism that is enclosed and trip-free from the operating handle on overload
7. Have the trip rating clearly marked on the operating handle
8. Have an interior made of copper

Circuit breakers used as disconnects must have a minimum interrupting capacity of 10,000 A, rms.

The interior of the enclosure must accept plug-in circuit breakers. A minimum of 6 standard single-pole circuit breakers, 3/4" nominal, must be provided for branch circuits.

Identify each circuit breaker and component by description using an engraved phenolic nameplate attached with stainless steel rivets or screws.

Nameplate must be installed:

1. Adjacent to the breaker on the dead front panel. The characters must be a minimum of 1/8 inch high.
2. Adjacent to the component on the back panel. The characters must be a minimum of 1/8 inch high.
3. At the top exterior of the door panel. The nameplate must include the system number, voltage, and number of phases engraved in minimum 3/16-inch-high characters.

A plastic-laminated wiring diagram must be attached inside the enclosure with brass eyelets by a UL-listed or NRTL-certified method.

**86-1.02P(3) Lighting and Sign Illumination Enclosures**

A lighting and sign illumination enclosure must be manufactured from steel and either galvanized, cadmium plated, or powder coated.

**86-1.02Q Cabinets**

**86-1.02Q(1) General**

Cabinets must be factory wired except for battery backup system cabinets.

The fasteners on the exterior of a cabinet, except for battery backup system cabinets, must be removable and vandal resistant. The exterior screws, nuts, bolts, and washers must be stainless steel.

Terminal blocks, circuit breakers, and a power supply must be UL approved.

**86-1.02Q(2) Department-Furnished Controller Cabinets**

A Department-furnished controller assembly consists of a Model 170E or 2070E controller unit, a wired controller cabinet, and all auxiliary equipment required to operate the system. The Department does not furnish anchor bolts.

**86-1.02Q(3) Controller Cabinets**

The controller cabinet must be a Model 334L, comply with TEES, and be on the Authorized Material List for traffic signal control equipment. The cabinet must have 3 drawer shelves. Each shelf must be attached to the tops of 2 supporting angles with 4 screws.

**86-1.02Q(4) Telephone Demarcation Cabinets**

**86-1.02Q(4)(a) General**

The doors of a telephone demarcation cabinet must be attached using continuous stainless steel piano hinges.

**86-1.02Q(4)(b) Type A Telephone Demarcation Cabinets**

Reserved

**86-1.02Q(4)(c) Type B Telephone Demarcation Cabinets**

A Type B telephone demarcation cabinet consists of a mounting panel, outlets, circuit breaker, fan, dead front plates, and fuse.

The mounting panel must be made of 3/4-inch-thick ACX-grade plywood.

The mounting panel must be fastened to the cabinet with nuts, lock washers, and flat washers to 10 welded studs.

The cabinet must be made of 0.125-inch-thick anodized aluminum.

The cabinet door must be hung and secured with drawn latches, lockable with a padlock. The padlock latches must each have a minimum 7/16-inch-diameter hole.

Ventilation louvers must be located on the door.

The fan must be located in a ventilator housing and be controlled thermostatically. The thermostat control must have a range from 80 to 130 degrees F.

The thermostat and fan circuit must be protected with a fuse rated for 175 percent of the motor capacity. The fan capacity must be a minimum 25 cfm.

### 86-1.02Q(4)(d) Type C Telephone Demarcation Cabinets

Reserved

### 86-1.02Q(5) Battery Backup System Cabinets

The cabinet for a battery backup system must comply with TEES and be on the Authorized Material List for traffic signal control equipment.

## 86-1.02R Signal Heads

### 86-1.02R(1) General

A signal head consists of a signal mounting assembly, backplate, and signal face.

The head must have a terminal block attached to the back of one housing. The terminal block must have enough positions to accommodate all indications. Each position must be permanently labeled for the indications used.

The metal signal heads must not fracture or deflect more than half the lens diameter when tested under California Test 666.

The plastic signal heads must not fracture or deflect when tested under California Test 605.

The deflection must not be more than 10 degrees in either the vertical or horizontal plane after the wind load has been removed from the front of the signal face or more than 6 degrees in either the vertical or horizontal plane after the wind load has been removed from the back of the signal face.

### 86-1.02R(2) Signal Mounting Assemblies

Signal mounting assembly must include:

1. 1-1/2-inch-diameter steel pipe or galvanized conduit
2. Pipe fitting made of ductile iron, galvanized steel, bronze, or aluminum alloy, Type AC-84B, no. 380
3. Mast arm and post-top slip fitters and terminal compartments made of cast bronze or hot-dip galvanized ductile iron

The horizontal distance between the vertical centerlines of the terminal compartment or slip fitter and of each signal face must not exceed 11 inches except where required for proper signal face alignment or to allow programming of programmed visibility signal sections.

The mounting assembly must be watertight and free of sharp edges or protrusions that might damage conductor insulation. The assembly must have positive-locking serrated fittings that prevent signal faces from rotating when the fittings are mated with similar fittings on the faces.

Each terminal compartment must be fitted with a terminal block having a minimum of 12 positions, each with 2 screw-type terminals. Each terminal must accommodate at least five no. 14 conductors. The terminal compartment must have a cover for easy access to the terminal block.

### 86-1.02R(3) Backplates

The backplate material must be a homogeneous black color with a lusterless finish.

A metal backplate must be made of a minimum 1/16-inch-thick 3001-14 aluminum.

A plastic backplate must have a minimum thickness of 1/16 inch and be formed from sheet plastic or assembled from extruded, molded, or cast plastic sections. Sections must be factory joined using one of the following:

1. Appropriate solvent cement.
2. Aluminum rivets and washers painted or permanently colored to match the backplate.
3. No. 10 machine screws with flat washers, lock washers, and nuts painted to match the backplate.

Each plastic backplate must be secured to the plastic signal face such that it resists removal or permanent deformation.

### 86-1.02R(4) Signal Faces

Signal face consists of signal sections with signal housings, LED modules, and visors.

Signal face must:

1. Be adjustable and allow for 360-degree rotation about the vertical axis
2. Comply with ITE publications ST-052-E, *Vehicle Traffic Control Signal Heads: Light Emitting Diode (LED) Circular Signal Supplement* and ST-054, *Vehicle Traffic Control Signal Heads: Light Emitting Diode (LED) Vehicle Arrow Traffic Signal Supplement*
3. Be sealed with a neoprene gasket at the top opening

A metal signal face must have a metal backplate and visor.

A plastic signal face must have a plastic backplate and visor.

If a signal face is supported by a Type MAS slip fitter, spacers are required between the 2 sections. The spacers must be made of the same material as the housing. The vertical dimension of the spacers must allow proper seating of the serrations between the slip fitter and the 2 sections. The 2 sections must be joined with at least two no. 10 minimum machine screws through holes near the front of the housing and the spacers and matching holes in a reinforcing plate installed in the housing.

### 86-1.02R(4)(a) Signal Sections

#### 86-1.02R(4)(a)(i) General

Signal section must have:

1 Opening at the top and bottom for a 1-1/2-inch pipe
2. Maximum height of 10-1/4 inches for an 8-inch section and 14-3/4 inches for a 12-inch section
3. Hinge pins, door-latching devices, and other exposed hardware manufactured of Type 304/304L or 305 stainless steel
4. Interior screws and fittings manufactured of stainless steel or steel with a corrosion-resistant plating or coating
5. Gaskets made of a material that is not degraded if installed in a section with metal or plastic housing

Sections must be capable of being joined together to form a signal face in any combination. This interchangeability is not required between metal and plastic sections.

Each section must be joined to an adjacent section by one of the following:

1. Minimum of 3 machine screws for 8-inch sections and 4 machine screws for 12-inch sections, installed through holes near the front and back of the housing. Each screw must be a no. 10 and have a nut, flat washer, and lock washer.
2. 2 machine screws, each with a nut, flat washer, and lock washer, installed through holes near the front of the housing and a fastener through the 1-1/2-inch pipe opening. The fastener must have 2 large, flat washers to distribute the load around the pipe's opening and 3 carriage bolts, each with a nut and lock washer. The minimum screw size must be no. 10, and the carriage bolt size must be 1/4 inch.

The holes for the machine screws must be either cast or drilled during signal section fabrication. Each hole must be surrounded by a minimum 1/8-inch-wide boss to allow contact between signal sections about the axis of the hole.

A serrated nylon washer must be inserted between each plastic signal section and the metal mounting assembly. Each serrated nylon washer must be from 3/16 to 1/4 inch thick. The serrations must match those on the signal section and the mounting assembly.

#### 86-1.02R(4)(a)(ii) Programmed Visibility Signal Sections

Programmed visibility signal section must have:

1. Nominal 12-inch-diameter circular or arrow indication
2. Cap visor
3. Adjustable connection that:
   3.1. Provides incremental tilting from 0 to 10 degrees above or below the horizontal
   3.2. Maintains a common vertical axis through couplers and mountings

The terminal connection must allow external adjustment about the mounting axis in 5-degree increments.

The visibility of each signal section must be capable of adjustment or programming within the section.

The adjustment for the section must be preset at 4 degrees below the horizontal.

**86-1.02R(4)(a)(iii) Signal Housings**

The signal housing must:

1. Be die-cast aluminum, permanent mold-cast aluminum, or if specified, structural plastic
2. Comply with ITE publications ST-052-E, *Vehicle Traffic Control Signal Heads: Light Emitting Diode (LED) Circular Signal Supplement* and ST-054, *Vehicle Traffic Control Signal Heads: Light Emitting Diode (LED) Vehicle Arrow Traffic Signal Supplement* if made of die-cast or permanent mold-cast aluminum
3. Have a 1-piece, hinged, square-shaped door that is:
   3.1. Designed to allow access for replacement of modules without the use of tools
   3.2. Secured such that it remains closed during loading tests
4. Have a watertight module or lens mounted in the door
5. Have a terminal block attached to the back, with the terminals permanently labeled for conductors to facilitate field wiring

Each housing must have reinforcement plates. Reinforcement plates must be either sheet aluminum, galvanized steel, or cast aluminum. Each plate must have a minimum thickness of 0.11 inch and a hole concentric with a 1-1/2-inch pipe-mounting hole in the housing. Reinforcement plates must be placed as specified in the following table:

**Reinforcement Plate Placement**

| Material | Placement |
|---|---|
| Sheet aluminum | Inside and outside of housing |
| Galvanized steel | Inside of housing |
| Cast aluminum | Outside of housing |

Reinforcement plates placed outside of the housing must be finished to match the signal housing color and be designed to allow a proper serrated coupling between the signal face and the mounting hardware. A minimum of three no. 10 machine screws must be installed through holes in each plate and matching holes in the housing. Each screw must have a round or binder head, a nut, and a lock washer.

A metal housing must have a metal visor.

Plastic housing must:

1. Be molded in a single piece or fabricated from 2 or more pieces joined into a single piece
2. Be a black color throughout, including the door, matching color no. 17038, 27038, or 37038 of FED-STD-595
3. Have UV stability
4. Be self-extinguishing

If reinforcing webs are used to connect the back of the housing to the top, bottom, and sides of the adjacent housing, reinforcement plates are not required.

The exterior of the housing must be painted as specified in sections 78-4.08 and 59.

**86-1.02R(4)(b) LED Signal Modules**

An LED signal module must be on the Authorized Material List for LED traffic signal modules.

An LED signal module must comply with ITE publications ST-052-E, *Vehicle Traffic Control Signal Heads: Light Emitting Diode (LED) Circular Signal Supplement* and ST-054, *Vehicle Traffic Control Signal Heads: Light Emitting Diode (LED) Vehicle Arrow Traffic Signal Supplement*, except:

1. Maximum module weight must be 4 lb
2. Module must be a sealed unit with:

2.1. 2 color-coded conductors for the power connection except lane control modules must use 3 color-coded conductors
2.2. Printed circuit board that complies with TEES, chapter 1, section 6
2.3. Lens that is:
2.3.1. Convex or flat with a smooth outer surface
2.3.2. Made of UV-stabilized plastic or glass
2.4. 1-piece EPDM gasket
3. Module must include 3-foot-long conductors with attached quick-disconnect terminals
4. Identification must include:
4.1. Month and year of manufacture
4.2. 1-inch-diameter symbol of the module type with the module color written adjacent to the symbol in 0.50-inch-high letters
5 LED must be the ultra-bright type rated for 100,000 hours of continuous operation
6. Module must have an integral power supply

Individual LEDs must be wired such that a loss or failure of 1 LED will not result in a loss of more than 5 percent of the module's light output. Failure of an individual LED in a string must not result in a loss of an entire string or other indication.

The symbol for a 12-inch U-turn section must be a 15/16-inch-wide inverted *U* with an arrow on the left end.

A lane control section must be a combination module with a red *X* and green arrow. The conductor function and color code must be as shown in the following table:

**Conductor Function and Color Code**

| Function | Color |
|---|---|
| Neutral | White |
| Red *X* | Red |
| Green arrow | Brown |

The minimum power consumption for an LED signal module must be 5 W.

The maximum power consumption for an LED signal module must be as shown in the following table:

**Maximum Power Consumption**

| LED signal module type | Power consumption (W) | | | | | |
|---|---|---|---|---|---|---|
| | Red | | Yellow | | Green | |
| | 25 °C | 74 °C | 25 °C | 74 °C | 25 °C | 74 °C |
| 8-inch circular | 8 | 13 | 13 | 16 | 12 | 12 |
| 12-inch circular | 11 | 17 | 22 | 25 | 15 | 15 |
| 12-inch arrow | 9 | 12 | 10 | 12 | 11 | 11 |
| 12-inch U-turn | 9 | 12 | 10 | 12 | 11 | 11 |
| Bicycle | 11 | 17 | 22 | 25 | 15 | 15 |
| Programmed visibility | 11 | 17 | 22 | 25 | 15 | 15 |
| Lane control (*X*) | 9 | 12 | -- | -- | -- | -- |
| Lane control (*Arrow*) | -- | -- | -- | -- | 11 | 11 |

Red and green LED signal modules operating over a temperature range from -40 to 74 degrees C and yellow LED signal modules operating at 25 degrees C must maintain the minimum illumination values for 48 months as shown in the following tables:

**Minimum Maintained Intensities for Circular Indications**

| Angle (v,h) | Intensities (cd) | | | | | |
|---|---|---|---|---|---|---|
| | 8-inch | | | 12-inch | | |
| | Red | Yellow | Green | Red | Yellow | Green |
| 2.5, ±2.5 | 133 | 267 | 267 | 339 | 678 | 678 |
| 2.5, ±7.5 | 97 | 194 | 194 | 251 | 501 | 501 |
| 2.5, ±12.5 | 57 | 113 | 113 | 141 | 283 | 283 |
| 2.5, ±17.5 | 25 | 48 | 48 | 77 | 154 | 154 |
| 7.5, ±2.5 | 101 | 202 | 202 | 226 | 452 | 452 |
| 7.5, ±7.5 | 89 | 178 | 178 | 202 | 404 | 404 |
| 7.5, ±12.5 | 65 | 129 | 129 | 145 | 291 | 291 |
| 7.5, ±17.5 | 41 | 81 | 81 | 89 | 178 | 178 |
| 7.5, ±22.5 | 18 | 37 | 37 | 38 | 77 | 77 |
| 7.5, ±27.5 | 10 | 20 | 20 | 16 | 32 | 32 |
| 12.5, ±2.5 | 37 | 73 | 73 | 50 | 101 | 101 |
| 12.5, ±7.5 | 32 | 65 | 65 | 48 | 97 | 97 |
| 12.5, ±12.5 | 28 | 57 | 57 | 44 | 89 | 89 |
| 12.5, ±17.5 | 20 | 41 | 41 | 34 | 69 | 69 |
| 12.5, ±22.5 | 12 | 25 | 25 | 22 | 44 | 44 |
| 12.5, ±27.5 | 9 | 16 | 16 | 16 | 32 | 32 |
| 17.5, ±2.5 | 16 | 32 | 32 | 22 | 44 | 44 |
| 17.5, ±7.5 | 14 | 28 | 28 | 22 | 44 | 44 |
| 17.5, ±12.5 | 10 | 20 | 20 | 22 | 44 | 44 |
| 17.5, ±17.5 | 9 | 16 | 16 | 22 | 44 | 44 |
| 17.5, ±22.5 | 6 | 12 | 12 | 20 | 41 | 41 |
| 17.5, ±27.5 | 4 | 9 | 9 | 16 | 32 | 32 |

**Minimum Maintained Luminance for Indications**

| Indication type | Luminance (fL) | | |
|---|---|---|---|
| | Red | Yellow | Green |
| Arrow | 1,610 | 3,210 | 3,210 |
| U-turn | 1,610 | 3,210 | 3,210 |
| Bicycle | 1,610 | 1,610 | 1,610 |
| Lane control (*X*) | 1,610 | -- | -- |
| Lane control (*Arrow*) | -- | -- | 1,610 |

**Minimum Maintained Luminance for Programmed Visibility Indications**

| Indication type | Luminance (cd) | | |
|---|---|---|---|
| | Red | Yellow | Green |
| PV at angle v=2.5, h=±2.5 | 314 | 314 | 314 |

Conductors must be prewired to the terminal block.

**86-1.02R(4)(c) Visors and Directional Louvers**

The visor must be a tunnel type.

The visor must have a downward tilt from 3 to 7 degrees with a minimum length of 9-1/2 inches for nominal 12-inch round lenses and 7 inches for nominal 8-inch round lenses.

A metal visor must be formed from minimum 0.050-inch-thick aluminum alloy sheet.

A plastic visor must be either formed from sheet plastic or blow-molded. The plastic must be a black homogeneous color with a lusterless finish. A visor must withstand a wind load applied to its side for 24

hours without permanent deformation or removal from its door when tested under California Test 605 for plastic visors and California Test 666 for metal visors.

If directional louvers are used, the louvers must fit into full-circular signal visors. Louvers must consist of one of the following:

1. Outside cylinder constructed of sheet steel with a minimum nominal thickness of 0.030 inch and vanes constructed of sheet steel with a minimum nominal thickness of 0.016 inch.
2. Outside cylinder and vanes constructed of 5052-H32 aluminum alloy of equal thickness.

### 86-1.02S Pedestrian Signal Heads

#### 86-1.02S(1) General

A pedestrian signal head consists of a pedestrian signal mounting assembly and a pedestrian signal face comprising of a pedestrian signal housing, an LED countdown pedestrian signal face module, and a front screen.

#### 86-1.02S(2) Pedestrian Signal Mounting Assemblies

A pedestrian signal mounting assembly must comply with the specifications for a signal mounting assembly in section 86-1.02R, except mast arm slip fitters are not required.

#### 86-1.02S(3) Pedestrian Signal Faces

#### 86-1.02S(3)(a) General

Each pedestrian signal face must include a light-duty terminal block rated at 5 A and have 12 positions with no. 6-by-1/8-inch binder head screws. Each position must have 1 screw-type terminal.

The wiring and terminal block must comply with ITE publication ST-055-E*, Pedestrian Traffic Control Signal Indicators: Light Emitting Diode (LED) Signal Modules*.

#### 86-1.02S(3)(b) Pedestrian Signal Housings

Pedestrian signal housing must comply with the specifications for a signal housing in 86-1.02R(4)(a)(iii), except the maximum overall dimensions must be 18-1/2 inches wide, 19 inches high, and 11-1/2 inches deep and without:

1. Visor
2. Watertight module or lens mounted in the door
3. Reinforcement plates

The housing must have a terminal block attached to the back. The terminal block must have enough positions to accommodate all indications. Each position must be permanently labeled for the indications used.

#### 86-1.02S(3)(c) LED Countdown Pedestrian Signal Face Modules

An LED countdown PSF module must comply with ITE publication ST-055-E*, Pedestrian Traffic Control Signal Indicators: Light Emitting Diode (LED) Signal Modules*, except the material must comply with ASTM D3935 and the module must have:

1. Ultra-bright-type LED rated for 100,000 hours of continuous operation.
2. Lot number and month and year of manufacture permanently marked on the back of the module
3. Prominent and permanent vertical markings for accurate indexing and orientation within the pedestrian signal housing if a specific mounting orientation is required. Markings must be a minimum of 1 inch in height and include an up arrow and the word *up* or *top.*
4. Circuit board complying with TEES, chapter 1, section 6.

Individual LEDs must be wired such that a loss or failure of 1 LED will not result in a loss of more than 5 percent of the module's light output. Failure of an individual LED in a string must not result in a loss of an entire string or other indication.

Each symbol must be at least 9 inches high and 5-1/4 inches wide. The 2-digit countdown timer, *Upraised Hand*, and *Walking Person* indications must be electronically isolated from each other. The 3 indications must not share a power supply or interconnect circuitry.

The module must operate over the specified ambient temperature and voltage range and be readable both day and night at distances up to the full width of the area to be crossed. Upon initial testing at 25 degrees C, the module must have at least the luminance values shown in the following table:

**Luminance Values**

| PSF module symbol | Luminance |
|---|---|
| Upraised hand and 2-digit countdown timer (fL) | 1,094 |
| Walking person (fL) | 1,547 |

The module must not exceed the power consumption requirements shown in the following table:

**Maximum Power Consumption Requirements**

| PSF module display | At 24 ºC | At 74 ºC |
|---|---|---|
| *Upraised Hand* | 10.0 W | 12.0 W |
| *Walking Person* | 9.0 W | 12.0 W |
| 2-digit countdown timer | 6.0 W | 8.0 W |

### 86-1.02S(3)(d) Front Screen

Pedestrian signal face must have a front screen that is one of the following types:

1. 3/8-inch-thick aluminum honeycomb screen with 0.2-inch-wide cells or a 1/2-inch-thick plastic screen with 3/8-inch-wide squares with 1/16-inch wall thickness that:
   1.1. Is installed so it tilts downward at an angle of 15 ± 2 degrees from the top and completely covers the message plate.
   1.2. Includes a clear front cover made of either a minimum 1/8-inch-thick acrylic plastic sheet or a minimum 1/16-inch-thick polycarbonate plastic.
   1.3. Is held firmly in place, including the cover, with stainless steel or aluminum clips or stainless steel metal screws.
2. Polycarbonate screen that:
   2.1. Has a nominal thickness of 1/32 inch.
   2.2. Is a 1-1/2-inch-deep eggcrate or Z-crate type.
   2.3. Is mounted in a frame constructed of aluminum alloy or polycarbonate with a minimum thickness of 0.040 inch.
   2.4. Is held in place with stainless steel screws.

The screen and frame of a pedestrian signal face must be made of either (1) plastic that is a flat black color or (2) anodized aluminum that is a flat black color or finished with lusterless, black, exterior-grade latex paint formulated for application to metal surfaces.

### 86-1.02T Accessible Pedestrian Signals

Accessible pedestrian signal must comply with the *California MUTCD*, chapter 4E, and have:

1. Audible speech message that plays when the push button is actuated. The message must include the name of the street to be crossed. The accessible pedestrian signal must have at least 5 audible message options.
2. Push button locator tone that clicks or beeps.
3. Feature that activates the pedestrian phase during a failure of the audible message, locator tone, or vibrotactile device.

An accessible pedestrian signal must function with the Department-furnished Model 170E/2070E controller assembly.

No part of the accessible pedestrian signal must be installed inside the controller cabinet.
Power for the accessible pedestrian signal must be from the pedestrian signal housing terminal block.

The housing for the signal assembly must be made of corrosion-resistant material. Theft-proof bolts used for mounting the housing to the standard must be stainless steel with a content of 17 percent chromium and 8 percent nickel. The housing must be shaped to fit the pole's curvature.

The color of a metallic housing must match color no. 33538 of FED-STD-595.

The color of a plastic housing must match color no. 17038, 27038, or 37038 of FED-STD-595.

Accessible pedestrian signal must:

1. Have electronic switches, a potentiometer, or an access port for a device for controlling and programming the volume level and messaging
2. Be weatherproof and shockproof

Enclosure for the accessible pedestrian signal must:

1. Weigh less than 7 lb
2. Measure less than 16 by 6 by 5 inches
3. Have a wiring hole with a diameter not exceeding 1-1/8 inches
5. Have a switch for a push button
6. Have a vibrotactile device on the push button or on the arrow
7. Have an internal weatherproof speaker and microphone that senses the ambient sound level

The separation between adjacent holes used for conductors and mounting must be at least twice the diameter of the larger hole.

The speaker grills must be located on the surface of the enclosure. The speakers must not interfere with the housing or its mounting hardware.

The conductor cable between the accessible pedestrian signal assembly and the pedestrian signal head must be a 9 no. 20 conductor cable complying with MIL-W-16878D.

### 86-1.02U Push Button Assemblies

The housing for a push button assembly must be made of die-cast aluminum, permanent mold-cast aluminum, or UV-stabilized self-extinguishing structural plastic. The plastic housing must have a color throughout that matches color no. 17038, 27038, or 37038 of FED-STD-595.

If the push button is to be attached to a pole, the housing must be shaped to fit the pole's curvature.

The assembly must be waterproof and shockproof.

The push button's switch must be a single-pole, double-throw switching unit with screw-type terminals rated 15 A at 125 V(ac).

Switch for the push button must have:

1. Plunger actuator and a U frame to allow recessed mounting in the push button housing
2. Operating force of 3.5 lb
3. Maximum pretravel of 5/64 inch
4. Minimum overtravel of 1/32 inch
5. Differential travel from 0.002 to 0.04 inch
6. Minimum 2-inch diameter actuator

### 86-1.02V Reserved

### 86-1.02W Loop Detector Sealants

### 86-1.02W(1) General

Sealant for filling loop detector slots must be one of the following:

1. Asphaltic emulsion
2. Elastomeric sealant
3. Epoxy sealant for inductive loops
4. Hot-melt rubberized asphalt

### 86-1.02W(2) Asphaltic Emulsion Sealant

Asphaltic emulsion sealant must comply with the State Specification 8040-41A-15.

### 86-1.02W(3) Elastomeric Sealant

Elastomeric sealant must be a polyurethane material that cures only in the presence of moisture if used within the stated shelf life. The sealant must be suitable for use in both asphalt concrete and concrete pavement.

The cured elastomeric sealant must comply with the requirements shown in the following table:

**Cured Elastomeric Sealant Requirements**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Hardness | ASTM D2240[a] | 65–85 |
| Tensile strength (min, MPa) | ASTM D412[b] | 3.45 |
| Elongation (min, %) | | 400 |
| Flex at -40 °C[c] | -- | No cracks |
| Weathering resistance | ASTM D822[d] | Slight chalking |
| Salt spray resistance: | ASTM B117[e] | |
| Tensile strength (min, MPa) | | 3.45 |
| Elongation (min, %) | | 400 |
| Dielectric constant (%) | ASTM D150[f] | <25 |

[a]Indentation at 25 °C and 50% relative humidity (Rex. Type A, Model 1700 only)
[b]Die C pulled at 508 mm/minute
[c]0.6-mm free film bend (180°) over 13-mm mandrel
[d]Weatherometer 350 h, cured 7 days at 25 °C and 50% relative humidity
[e]28 days at 38 °C with 5% NaCl, Die C, and pulled at 508 mm/minute)
[f]Change over a temperature range from -30 to 50 °C

### 86-1.02W(4) Hot-Melt Rubberized Asphalt Sealant

Hot-melt rubberized asphalt sealant must:

1. Be in solid form at room temperature and fluid at an application temperature range from 190 to 205 degrees C
2. Not produce toxic fumes
3. Be suitable for use in both asphalt concrete and concrete pavement
4. Be packaged in containers clearly marked *Detector Loop Sealant* with the manufacturer's batch and lot number.

The cured hot-melt rubberized asphalt sealant must comply with the requirements shown in the following table:

**Cured Hot-Melt Rubberized Asphalt Sealant Requirements**

| Quality characteristic | Test method | Requirement |
|---|---|---|
| Cone penetration (max, 1/10 mm) | ASTM D5329, sec. 6[a] | 35 |
| Flow (max, mm) | ASTM D5329, sec. 8[b] | 5 |
| Resilience (min, %) | ASTM D5329, sec. 12[c] | 25 |
| Softening point (min, °C) | ASTM D36 | 82 |
| Ductility (min, cm) | ASTM D113[d] | 30 |
| Flash point, Cleveland Open Cup (min, °C) | ASTM D92 | 288 |
| Viscosity (Pa·s) | ASTM D4402[e] | 2.5–3.5 |

[a]At 25 °C, 150 g, 5 s
[b]At 60 °C
[c]At 25 °C
[d]At 25 °C, 5 cm/minute
[e]Brookfield Thermosel, no. 27 spindle, 20 rpm, 190 °C

### 86-1.02X Reserved

### 86-1.02Y Transformers

A transformer must be single-phase and may be a nonsubmersible or submersible type.

A transformer must be a dry type designed for operation on a 60 Hz supply. The transformer must have a decal showing a connection diagram. The diagram must show either color coding or wire tagging with primary (H1, H2) or secondary (X1, X2) markers and the primary and secondary voltage and volt-ampere rating. A transformer must comply with the electrical requirements shown in the following table:

**Transformer Electrical Requirements**

| Quality characteristic | Requirement |
|---|---|
| Rating (V(ac)) | 120/480, 120/240, 240/480, or 480/120 |
| Efficiency (%) | > 95 |
| Secondary voltage regulation and tolerance from half load to full load (%) | ±3 |

Secondary 240 and 480 V(ac) windings must be center tapped.

The transformer must withstand the application of 2,200 V(ac) from core to coils and from coil to coil for a 1-minute period when tested immediately after operation of the transformer at full load for 24 hours.

The external leads for the secondary connections must be no. 10 Type USE rated for 600 V(ac).

The transformer's leads must extend a minimum of 12 inches from the case.

The transformer's insulation must be NEMA 185 C or better.

Each transformer must:

1. Include metal half-shell coil protection.
2. Have moisture-resistant, synthetic-varnish-impregnated windings.
3. Be waterproof and suitable for outdoor operation.

Each submersible transformer must:

1. Include a handle and a hanger.
2. Be securely encased in a rugged, corrosion-resistant, watertight case.
3. Have leads that extend out through 1 or more sealed hubs.
4. Be manufactured to withstand a 5-day test with 12-hour on and off periods submerged in 2 feet of salt water that is 2 percent salt by weight. The operating periods must be at full load.

**86-1.02Z Batteries**

Battery must:

1. Be deep-cycle, sealed, prismatic, lead-calcium-based, absorbed-glass-mat, valve-regulated, lead-acid type
2. Be rated for 12 V
3. Be rated for a temperature range from -25 to 60 degrees C
4. Be group size 24
5. Be commercially available and stocked locally
6. Be marked with a date code, maximum recharge data, and recharge cycles
7. Be new and fully charged when furnished
8. Be free from damage or deformities
9. Have a carrying handle
10. Have 2 top-mounted, threaded-stud posts that include all washers and nuts
11. Include insulating rubber covers for protecting the lugs, posts, and wiring: red for the positive terminal and black for the negative terminal

If a battery is used for a battery backup system, it must accommodate 3/8-inch ring lugs of a Department-furnished battery harness.

**86-1.03 CONSTRUCTION**

Not Used

**86-1.04 PAYMENT**

Not Used

**Replace section 87 with:**

04-15-16

# 87 ELECTRICAL SYSTEMS

04-15-16

## 87-1 GENERAL

### 87-1.01 GENERAL

#### 87-1.01A Summary

Section 87 includes general specifications for constructing and installing electrical systems.

The Department deducts the cost for maintenance performed by the Department on new or portions of existing systems modified under the Contract.

#### 87-1.01B Definitions

Reserved

#### 87-1.01C Submittals

Reserved

#### 87-1.01D Quality Assurance

#### 87-1.01D(1) General

Reserved

#### 87-1.01D(2) Quality Control

Before shipping the material to the job site, submit to METS test samples of:

1. Accessible pedestrian signals
2. LED countdown pedestrian signal face modules
3. LED signal modules
4. LED luminaires

Submit a sample size as shown in the following table:

**Electrical Material Sampling**

| Contract quantity | Test sample size |
|---|---|
| 1–8 | 1 |
| 9–15 | 2 |
| 16–25 | 3 |
| 26–90 | 5 |
| 91–150 | 8 |
| 151–280 | 13 |
| 281–500 | 20 |
| 501–1200 | 32 |

Before starting operation of an electrical system, perform a conductor test in the presence of the Engineer.

Conductor test consists of testing each conductor and the conductors in cables for:

1. Continuity.
2. Grounds.
3. Insulation resistance at 500 V(dc) between the circuit and ground. The insulation resistance must be a minimum of 10 MΩ on circuits, except it must be a minimum of 100 MΩ for inductive loop detector circuits.

Start the operational test of the system on any day except Friday or the day before a holiday. The operational test for signals must start from 9:00 a.m. to 2:00 p.m. Notify the Engineer 48 hours before starting the test.

An operational test consists of a minimum of 5 business days of continuous, satisfactory operation of the system. If the system fails, correct the problem and retest the system. A shutdown of the system caused by traffic, a power interruption, or unsatisfactory performance of Department-furnished materials does not constitute discontinuity of the test.

### 87-1.02 MATERIALS

Not Used

### 87-1.03 CONSTRUCTION

#### 87-1.03A General

The Engineer determines the final locations of electrical systems.

Verify the locations of electrical systems and the depths of existing detectors, conduits, and pull boxes.

Notify the Engineer before performing work on the existing system.

You may shut down the system for alteration or removal.

Where an existing Department underground facility is shown within 10 feet of any excavation, locate and field mark the facility before performing work that could damage or interfere with the existing facility.

If an existing facility is within 2 feet of an excavation, determine the exact location of the facility by excavating with hand tools before using any power-operated or power-driven excavating or boring equipment. A vacuum excavator may be used if authorized.

Notify the Engineer immediately if an existing facility is damaged by your activities.

If existing underground conduit is to be incorporated into a new system, clean it with a mandrel or cylindrical wire brush and blow it clean with compressed air.

Limit the shutdown of traffic signal systems to normal working hours. Notify the local traffic enforcement agency before shutting down the signal.

Place temporary W3-1 and R1-1 signs in each direction to direct traffic through the intersection during shutdown of the signal. Place two R1-1 signs for 2-lane approaches. The signs must comply with part 2 of the *California MUTCD*.

Cover signal faces when the system is shut down overnight. Cover temporary W3-1 and R1-1 signs when the system is turned on.

If you work on an existing lighting system and the roadway is to remain open to traffic, ensure the system is in operation by nightfall.

Replace detectors you damage within 72 hours, or the Department replaces them and deducts the cost.

Work performed on an existing system not described is change order work.

Do not use electrical power from existing highway facilities unless authorized.

Maintain a minimum 48-inch clearance for a pedestrian pathway when placing equipment.

Except for service installation or work on service equipment enclosures, do not work above ground until all materials are on hand to complete the electrical work at each location.

Bond all metal components to form a continuous grounded system as specified in NEC.

Ground metallic equipment mounted less than 8 feet above the ground surface on a wood pole.

If you damage any portion of a concrete curb, sidewalk, curb ramp, driveway, or gutter depression, replace the entire section between contraction or expansion joints under section 73.

Apply equipment identification characters.

Orient louvers, visors, and signal faces such that they are clearly visible to approaching traffic from the direction being controlled.

Test loops and the detector lead-in cable circuit for continuity, ground, and insulation resistance at the controller cabinet before connecting detector lead-in cable to the terminal block.

Perform an operational test of the systems.

Before starting the operational test for systems that impact traffic, the system must be ready for operation, and all signs, pavement delineation, and pavement markings must be in place at that location.

### 87-1.03B Conduit Installation

#### 87-1.03B(1) General

The installation of conduit includes installing caps, bushings, and pull tape and terminating the conduit in pull boxes, foundations, poles, or a structure.

Limit the number of bends in a conduit run to no more than 360 degrees between pull points.

Use conduit to enclose conductors except where they are installed overhead or inside standards or posts.

You may use a larger size conduit than specified for the entire length between termination points. Do not use a reducing coupling.

Extend an existing conduit using the same material. Terminate conduits of different materials in a pull box.

Install 2 conduits between a controller cabinet and the adjacent pull box.

Use a minimum trade size of conduit of:

1. 1-1/2 inches from an electrolier to the adjacent pull box
2. 1 inch from a pedestrian push button post to the adjacent pull box
3. 2 inches from a signal standard to the adjacent pull box
4. 3 inches from a controller cabinet to the adjacent pull box
5. 2 inches from an overhead sign to the adjacent pull box
6. 2 inches from a service equipment enclosure to the adjacent pull box
7. 1-1/2 inches if unspecified

Use Type 1 conduit:

1. On all exposed surfaces
2. In concrete structures
3. Between a structure and the nearest pull box

Ream the ends of shop-cut and field-cut conduit to remove burrs and rough edges. Make the cuts square and true. Do not use slip joints and running threads to couple conduit. If a standard coupling cannot be used for metal-type conduit, use a threaded union coupling. Tighten the couplings for metal conduit to maintain a good electrical connection.

Cap the ends of conduit to prevent debris from entering before installing the conductors or cables. Use a plastic cap for Type 1, 2, and 5 conduits and a standard pipe cap for all other types of conduit.

For Type 1, 2, and 5 conduits, use threaded bushings and bond them using a jumper. For other types of conduit, use nonmetallic bushings.

Do not install new conduit through foundations.

Cut Type 2 conduit with pipe cutters; do not use hacksaws. Use standard conduit-threading dies for threading conduit. Tighten conduit into couplings or fittings using strap wrenches or approved groove joint pliers.

Cut Type 3 conduit with tools that do not deform the conduit. Use a solvent weld for connections.

Protect shop-cut threads from corrosion under the standards shown in the following table:

**Shop-Cut Thread Corrosion Protection**

| Conduit | Standard |
|---|---|
| Types 1 and 2 | ANSI C80.1 |
| Type 5 | ANSI C80.6 |

Apply 2 coats of unthinned, organic zinc-rich primer to metal conduit before painting. Use a primer on the Authorized Material List for organic zinc-rich primers. Do not use aerosol cans. Do not remove shop-installed conduit couplings.

For conduits, paint:

1. All exposed threads
2. Field-cut threads, before installing conduit couplings to metal conduit
3. Damaged surfaces on metal conduit

If a Type 2 conduit or conduit coupling coating is damaged:

1. Clean the conduit or fitting and paint it with 1 coat of rubber-resin-based adhesive under the manufacturer's instructions
2. Wrap the damaged coating with at least 1 layer of 2-inch-wide, 20 mils-minimum-thickness, PVC tape under ASTM D1000 with a minimum tape overlap of 1/2 inch

You may repair damaged spots of 1/4 inch or less in diameter in the thermoplastic coating by painting with a brushing-type compound supplied by the conduit manufacturer.

If factory bends are not used, bend the conduit to a radius no less than 6 times its inside diameter without crimping or flattening it. Comply with the bending requirements shown in the following table:

**Conduit-Bending Requirements**

| Type | Requirement |
|---|---|
| 1 | Use equipment and methods under the conduit manufacturer's instructions. |
| 2 | Use a standard bending tool designed for use on thermoplastic-coated conduit. The conduit must be free of burrs and pits. |
| 3 | Use equipment and methods under the conduit manufacturer's instructions. Do not expose the conduit to a direct flame. |
| 5 | Use equipment and methods under the conduit manufacturer's instructions. |

Install pull tape with at least 2 feet of slack in each end of the conduit that will remain empty. Attach the tape's ends to the conduit.

Install conduit terminating in a standard or pedestal from 2 to 3 inches above the foundation. Slope the conduit toward the handhole opening.

Terminate conduit installed through the bottom of a nonmetallic pull box 2 inches above the bottom and 2 inches from the wall closest to the direction of the run.

### 87-1.03B(2) Conduit Installation for Structures

#### 87-1.03B(2)(a) General

Paint exposed Type 1 conduit the same color as the structure.

Install galvanized steel hangers, steel brackets, and other fittings to support conduit in or on a wall or bridge.

### 87-1.03B(2)(b) New Structures

Seal and make watertight the conduits which lead to soffits, wall-mounted luminaires, other lights, and fixtures located below the pull box grade.

If you place a conduit through the side of a nonmetallic pull box, terminate the conduit 2 inches from the wall and 2 inches above the bottom. Slope the conduit toward the top of the box to facilitate pulling conductors.

For ease of installation and if authorized, you may use Type 4 conduit instead of Type 1 conduit for the final 2 feet of conduit entering a pull box in a reinforced concrete structure.

Install an expansion fitting where a conduit crosses an expansion joint in a structure. Each expansion fitting for metal conduit must include a copper bonding jumper having the ampacity as specified in NEC.

Install an expansion-deflection fitting for an expansion joint with a 1-1/2-inch movement rating. The fitting must be watertight and include a molded neoprene sleeve, a bonding jumper, and 2 silicon bronze or zinc-plated iron hubs.

For an expansion joint with a movement rating greater than 1-1/2 inches, install the expansion-deflection fitting as shown.

For conduit installed inside of bridge structures, you must:

1. Install precast concrete cradles made of minor concrete and commercial-quality welded wire fabric. The minor concrete must contain a minimum of 590 lb of cementitious material per cubic yard. The cradles must be moist cured for a minimum of 3 days.
2. Bond precast concrete cradles to a wall or bridge superstructure with one of the following:
   2.1. Epoxy adhesive for bonding freshly-mixed concrete to hardened concrete.
   2.2. Rapid-set epoxy adhesive for pavement markers.
   2.3. Standard-set epoxy adhesive for pavement markers.
3. Use a pipe sleeve or form an opening for a conduit through a bridge superstructure. The sleeve or opening through a prestressed member or conventionally reinforced precast member must be:
   3.1. Oriented transverse to the member.
   3.2. Located through the web.
   3.3. No more than 4 inches in size.
4. Wrap the conduit with 2 layers of asphalt felt building paper and securely tape or wire the paper in place for a conduit passing through a bridge abutment wall. Fill the space around the conduit with mortar under section 51-1, except the proportion of cementitious material to sand must be 1 to 3. Fill the space around the conduits after prestressing is completed.

Thread and cap a conduit installed for future use in structures. Mark the location of the conduit's end in a structure, curb, or wall directly above the conduit with a *Y* that is 3 inches tall.

### 87-1.03B(2)(c) Existing Structures

Run surface-mounted conduit straight and true, horizontal or vertical on the wall, and parallel to walls on ceilings or similar surfaces. Support the conduit at a maximum of 5-foot intervals where needed to prevent vibration or deflection. Support the conduit using galvanized, malleable-iron, conduit clamps, and clamp backs secured with expansion anchorage devices complying with section 75-3.02C. Use the largest diameter of galvanized, threaded studs that will pass through the mounting hole in the conduit clamp.

### 87-1.03B(3) Conduit Installation Underground

### 87-1.03B(3)(a) General

Install conduit to a depth of:

1. 14 inches for the trench-in-pavement method
2. 18 inches, minimum, under sidewalk and curbed paved median areas
3. 42 inches, minimum, below the bottom of the rail of railroad tracks

4. 30 inches, minimum, everywhere else below grade

Place conduit couplings at a minimum of 6 inches from the face of a foundation.

Place a minimum of 2 inches of sand bedding in a trench before installing Type 2 or Type 3 conduit and 4 inches of sand bedding over the conduit before placing additional backfill material.

If installing conduit within the limits of hazardous locations as specified in NEC for Class I, division 1, install and seal Type 1 or Type 2 conduit with explosion-proof sealing fittings.

**87-1.03B(3)(b) Conduit Installation under Paved Surfaces**

You may lay conduit on existing pavement within a new curbed median constructed on top.

Install conduit under existing pavement by the jacking or drilling methods. You may use the trench-in-pavement method for either of the following conditions:

1. If conduit is to be installed behind the curb under the sidewalk
2. If the delay to vehicles will be less than 5 minutes

Do not use the trench-in-pavement method for conduit installations under freeway lanes or freeway-to-freeway connector ramps.

**87-1.03B(3)(c) Reserved**

**87-1.03B(3)(d) Conduit Installation under Railroad Tracks**

Install Type 1 or Type 2 conduit with a minimum diameter of 1-1/2 inches under railroad tracks. If you use the jacking or drilling method to install the conduit, construct the jacking pit a minimum of 13 feet from the tracks' centerline at the near side of the pit. Cover the jacking pit with planking if left overnight.

**87-1.03B(4) Reserved**

**87-1.03B(5) Conduit Installation by the Jacking or Drilling Method**

Keep the jacking or drilling pit 2 feet away from the pavement's edge. Do not weaken the pavement or soften the subgrade with excessive use of water.

If an obstruction is encountered, obtain authorization to cut small holes in the pavement to locate or remove the obstruction.

You may install Type 2 or Type 3 conduit under the pavement if a hole larger than the conduit's diameter is predrilled. The predrilled hole must be less than one and half the conduit's diameter.

Remove the conduit used for drilling or jacking and install new conduit for the completed work.

**87-1.03B(6) Conduit Installation by the Trenching-In-Pavement Method**

Install conduit by the trenching-in-pavement method using a trench approximately 2 inches wider than the conduit's outside diameter but not exceeding 6 inches in width.

Where additional pavement is to be placed, you must complete the trenching before the final pavement layer is applied.

If the conduit shown is to be installed under the sidewalk, you may install it in the street within 3 feet of and parallel to the face of the curb. Install pull boxes behind the curb.

Cut the trench using a rock-cutting excavator. Minimize the shatter outside the removal area of the trench.

Dig the trench by hand to the required depth at pull boxes.

Place conduit in the trench.

Backfill the trench with minor concrete to the pavement's surface by the end of each work day. If the trench is in asphalt concrete pavement and no additional pavement is to be placed, backfill the top 0.10 foot of the trench with minor HMA within 3 days after trenching.

### 87-1.03C Installation of Pull Boxes

#### 87-1.03C(1) General

Install pull boxes no more than 200 feet apart.

You may install larger pull boxes than specified or shown and additional pull boxes to facilitate the work except in structures.

Install a pull box on a bed of crushed rock and grout it before installing conductors. The grout must be from 0.5 to 1 inch thick and sloped toward the drain hole. Place a layer of roofing paper between the grout and the crushed rock sump. Make a 1-inch drain hole through the grout at the center of the pull box.

Set the pull box such that the top is 1-1/4 inches above the surrounding grade in unpaved areas and leveled with the finished grade in sidewalks and other paved areas.

Place the cover on the box when not working in it.

Grout around conduits that are installed through the sides of the pull box.

Bond and ground the metallic conduit before installing conductors and cables in the conduit.

Bond metallic conduits in a nonmetallic pull box using bonding bushings and bonding jumpers.

Do not install pull boxes in concrete pads, curb ramps, or driveways.

Reconstruct the sump of a pull box if disturbed by your activities. If the sump was grouted, remove and replace the grout.

#### 87-1.03C(2) Nontraffic Pull Boxes

If you bury a nontraffic pull box, set the box such that the top is 6 to 8 inches below the surrounding grade. Place a 20-mil-thick plastic sheet made of HDPE or PVC virgin compounds to prevent water from entering the box.

Place mortar between a nontraffic pull box and a pull box extension.

Where a nontraffic pull box is in the vicinity of curb in an unpaved area, place the box adjacent to the back of the curb if practical.

Where a nontraffic pull box is adjacent to a post or standard, place the box within 5 feet upstream from traffic if practical.

If you replace the cover on a nontraffic pull box, anchor it to the box.

#### 87-1.03C(3) Traffic Pull Boxes

Place minor concrete around and under a traffic pull box.

Bolt the steel cover to the box when not working in it.

Bond the steel cover to the conduit with a jumper and bolt it down after installing the conductors and cables.

#### 87-1.03C(4) Structure Pull Boxes

Bond metallic conduit in a metal pull box in a structure using locknuts, inside and outside of the box, bonding bushings, and bonding jumpers connected to bonding wire running in the conduit system.

### 87-1.03D Reserved

### 87-1.03E Excavating and Backfilling for Electrical Systems

#### 87-1.03E(1) General

Notify the Engineer at least 72 hours before starting excavation activities.

Dispose of surplus excavated material.

Restrict closures for excavation on a street or highway to 1 lane at a time unless otherwise specified.

### 87-1.03E(2) Trenching

Dig a trench for the electrical conduits or direct burial cables. Do not excavate until the conduit or direct burial cable will be installed.

Place excavated material in a location that will not interfere with traffic or surface drainage.

After placing the conduit or direct burial cable, backfill the trench with the excavated material. Compact the backfill placed outside the hinge point of slopes and not under pavement to a minimum relative compaction of 90 percent.

Compact the backfill placed within the hinge points and in areas where pavement is to be constructed to a minimum relative compaction of 95 percent.

Restore the sidewalks, pavement, and landscaping at a location before starting excavation at another location.

### 87-1.03E(3) Concrete Pads, Foundations, and Pedestals

Construct foundations for standards, poles, metal pedestals, and posts under section 56-3.

Construct concrete pads, foundations, and pedestals for controller cabinets, telephone demarcation cabinets, and service equipment enclosures on firm ground.

Install anchor bolts using a template to provide proper spacing and alignment. Moisten the forms and ground before placing the concrete. Keep the forms in place until the concrete sets for at least 24 hours to prevent damage to the surface.

Use minor concrete for pads, foundations, and pedestals.

In unpaved areas, place the top of the foundation 6 inches above the surrounding grade, except place the top:

1. 1 foot 6 inches above the grade for Type M and 336L cabinets
2. 1 foot 8 inches above the grade for Type C telephone demarcation cabinets
3. 2 inches above the grade for Type G and Type A cabinets and Type III service equipment enclosures

The pad must be 2 inches above the surrounding grade.

In and adjacent to the sidewalk and other paved areas, place the top of the foundation 4 inches above the surrounding grade, except place the top:

1. 1 foot 6 inches above the grade for Type M and 336L cabinets
2. 1 foot 8 inches above the grade for Type C telephone demarcation cabinets
3. Level with the finished grade for Type G and Type A cabinets and Type III service equipment enclosures

The pad must be level with the finished grade.

Apply an ordinary surface finish under section 51-1.03F.

Allow the foundation to cure for at least 7 days before installing any equipment.

### 87-1.03F Conductors and Cable Installations

### 87-1.03F(1) General

The installation of conductors and cables includes splicing conductors and attaching the terminals and connectors to the conductors.

Clean the conduit and pull all conductors and cables as a unit.

If new conductors or cables are to be added in an existing conduit:

1 Remove the content
2. Clean the conduit
3. Pull both old and new conductors and cables as a unit

Wrap conductors and secure cables to the end of the conduit in a pull box.

Seal the ends of conduits with a sealing compound after installing conductors or cables.

Neatly arrange conductors and cables inside pull boxes and cabinets. Tie the conductors and cables together with self-clinching nylon cable ties or enclose them in a plastic tubing or raceway.

Identify conductors and cables by direct labeling, tags, or bands fastened in such a way that they will not move. Use mechanical methods for labeling.

Provide band symbol identification on each conductor or each group of conductors comprising a signal phase in each pull box and near the end of terminated conductors.

Tape the ends of unused conductors and cables in pull boxes to form a watertight seal.

Do not connect the push-button or accessible pedestrian signal neutral conductor to the signal neutral conductor.

**87-1.03F(2) Cables**

**87-1.03F(2)(a) General**

Reserved

**87-1.03F(2)(b) Reserved**

**87-1.03F(2)(c) Copper Cables**

**87-1.03F(2)(c)(i) General**

Reserved

**87-1.03F(2)(c)(ii) Detector Lead-in Cables**

Install a Type B or C detector lead-in cable in conduit.

Waterproof the ends of the lead-in cable before installing it in the conduit to prevent moisture from entering the cable.

Splice loop conductors for each direction of travel for the same phase, terminating in the same pull box, to a separate lead-in cable running from the pull box adjacent to the loop detector to a sensor unit mounted in the controller cabinet. Install the lead-in cable without splices except at the pull box.

Verify in the presence of the Engineer that the loops are operational before making the final splices between loop conductors and the lead-in cable.

Identify and tag each lead-in cable with the detector designation at the cabinet and pull box adjacent to the loops.

**87-1.03F(2)(c)(iii) Conductors Signal Cables**

Do not splice signal cables except for a 28-conductor cable.

Provide identification at the ends of terminated conductors in a cable as shown.

Provide identification for each cable in each pull box showing the signal standard to which it is connected except for the 28-conductor cable.

Connect conductors in a 12-conductor cable as shown in the following table:

**12CSC Color Code and Functional Connection**

| Color code | Termination | Phase |
|---|---|---|
| Red | Red signal | 2, 4, 6, or 8 |
| Yellow | Yellow signal | 2, 4, 6, or 8 |
| Brown | Green signal | 2, 4, 6, or 8 |
| Red/black stripe | Red signal | 1, 3, 5, or 7 |
| Yellow/black stripe | Yellow signal | 1, 3, 5, or 7 |
| Brown/black stripe | Green signal | 1, 3, 5, or 7 |
| Black/red stripe | Spare or as required for red or *DONT WALK* | -- |
| Black/white stripe | Spare or as required for yellow | -- |
| Black | Spare or as required for green or *WALK* | -- |
| Red/white stripe | Pedestrian signal *DONT WALK* | -- |
| Brown/white stripe | Pedestrian signal *WALK* | -- |
| White | Terminal block | Neutral |

Provide identification for each 28-conductor cable C1 or C2 in each pull box. The cable labeled *C1* must be used for signal phases 1, 2, 3, and 4. The cable labeled *C2* must be used for signal phases 5, 6, 7, and 8.

Connect conductors in a 28-conductor cable as shown in the following table:

**28CSC Color Code and Functional Connection**

| Color code | Termination | Phase |
|---|---|---|
| Red/black stripe | Red signal | 2 or 6 |
| Yellow/black stripe | Yellow signal | 2 or 6 |
| Brown/black stripe | Green signal | 2 or 6 |
| Red/orange stripe | Red signal | 4 or 8 |
| Yellow/orange stripe | Yellow signal | 4 or 8 |
| Brown/orange stripe | Green signal | 4 or 8 |
| Red/silver stripe | Red signal | 1 or 5 |
| Yellow/silver stripe | Yellow signal | 1 or 5 |
| Brown/silver stripe | Green signal | 1 or 5 |
| Red/purple stripe | Red signal | 3 or 7 |
| Yellow/purple stripe | Yellow signal | 3 or 7 |
| Brown/purple stripe | Green signal | 3 or 7 |
| Red/2 black stripes | Pedestrian signal *DONT WALK* | 2 or 6 |
| Brown/2 black stripes | Pedestrian signal *WALK* | 2 or 6 |
| Red/2 orange stripes | Pedestrian signal *DONT WALK* | 4 or 8 |
| Brown/2 orange stripes | Pedestrian signal *WALK* | 4 or 8 |
| Red/2 silver stripes | Overlap A, C | OLA[a], OLC[a] |
| Brown/2 silver stripes | Overlap A, C | OLA[c], OLC[c] |
| Red/2 purple stripes | Overlap B, D | OLB[a], OLD[a] |
| Brown/2 purple stripes | Overlap B, D | OLB[c], OLD[c] |
| Blue/black stripe | Pedestrian push button | 2 or 6 |
| Blue/orange stripe | Pedestrian push button | 4 or 8 |
| Blue/silver stripe | Overlap A, C | OLA[b], OLC[b] |
| Blue/purple stripe | Overlap B, D | OLB[b], OLD[b] |
| White/black stripe | Pedestrian push button common | -- |
| Black/red stripe | Railroad preemption | -- |
| Black | Spare | -- |
| White | Terminal block | Neutral |

OL = Overlap; A, B, C, and D = Overlapping phase designation
[a]For red phase designation
[b]For yellow phase designation
[c]For green phase designation

Use the neutral conductor only with the phases associated with that cable. Do not intermix neutral conductors from different cables except at the signal controller.

### 87-1.03F(2)(c)(iv) Signal Interconnect Cable

For a signal interconnect cable, provide a minimum of 6 feet of slack inside each controller cabinet.

Do not splice the cable unless authorized.

If splices are authorized, insulate the conductor splices with heat-shrink tubing and overlap the insulation at least 0.6 inch. Cover the splice area of the cable with heat-shrink tubing and overlap the cable jacket at least 1-1/2 inches. Provide a minimum of 3 feet of slack at each splice.

### 87-1.03F(3) Conductors

### 87-1.03F(3)(a) General

Do not run conductors to a terminal block on a standard unless they are to be connected to a signal head mounted on that standard.

Provide 3 spare conductors in all conduits containing ramp metering and traffic signal conductors.

Install a separate conductor for each terminal of a push button assembly and accessible pedestrian signal.

Provide conductor slack to comply with the requirements shown in the following table:

**Conductor Slack Requirements**

| Location | Slack (feet) |
|---|---|
| Signal standard | 1 |
| Lighting standard | 1 |
| Signal and lighting standard | 1 |
| Pull box | 3 |
| Splice | 3 |
| Standards with slip base | 0 |

**87-1.03F(3)(b) Reserved**

**87-1.03F(3)(c) Copper Conductors**

**87-1.03F(3)(c)(i) General**

Install a minimum no. 8, insulated, grounding copper conductor in conduit and connect it to all-metal components.

Where conductors from different service points occupy the same conduit or standard, enclose the conductors from one of the services in flexible or rigid metal conduit.

**87-1.03F(3)(c)(ii) Inductive Loop Conductors**

Install a Type 1 or 2 inductive loop conductor except use Type 2 for Type E loop detectors.

Install the conductor without splices except at the pull box.

**87-1.03F(4) Manual Installation Method**

Use an inert lubricant for placing conductors and cables in conduit.

Pull the conductors and cables into the conduit by hand using pull tape.

**87-1.03G Equipment Identification Characters**

The Engineer provides you with a list of the equipment identification characters.

Stencil the characters or apply the reflective self-adhesive labels to a clean surface.

Treat the edges of self-adhesive characters with an edge sealant.

Place the characters on the side facing traffic on:

1. Front doors of cabinets and service equipment enclosures.
2. Wood poles, fastened with 1-1/4-inch aluminum nails, for pole mounted enclosures
3. Adjacent bent or abutment at approximately the same station as an illuminated sign or soffit luminaire
4. Underside of the structure adjacent to the illuminated sign or soffit luminaire if no bent or abutment exists nearby
5. Posts of overhead signs
6. Standards

Before placing new characters on existing or relocated equipment, remove the existing characters.

**87-1.03H Conductor and Cables Splices**

**87-1.03H(1) General**

You may splice:

1. Grounded conductors in a pull box
2. Accessible pedestrian signal and push bottom conductors in a pull box
3. Ungrounded signal conductors in a pull box if signals are modified

4. Ungrounded signal conductors to a terminal compartment or a signal head on a standard with conductors of the same phase in the pull box adjacent to the standard
5. Ungrounded lighting circuit conductors in a pull box if lighting circuits are modified

Solder all splices using the hot iron, pouring, or dipping method. Do not perform open-flame soldering.

### 87-1.03H(2) Splice Insulation Methods

Insulate splices in a multiconductor cable to form a watertight joint and to prevent moisture absorption by the cable.

Use heat-shrink tubing or Method B to insulate a splice.

Use heat-shrink tubing as follows:

1. Cover the splice area completely with an electrical insulating coating and allow it to dry.
2. Place mastic around each conductor before placing them inside the tubing. Use the type of mastic specified in the tubing manufacturer's instructions.
3. Heat the area under the manufacturer's instructions. Do not perform open-flame heating. After contraction, each end of the heat-shrink tubing or the open end of the tubing's end cap must overlap the conductor insulation at least 1-1/2 inches.
4. Cover the entire splice with an electrical insulating coating and allow it to dry.

Use Method B as follows:

1. Cover the splice area completely with an electrical insulating coating and allow it to dry.
2. Apply 3 layers of half-lapped, 80-mils, PVC tape.
3. Apply 2 layers of 120-mils, butyl-rubber, stretchable tape with liner.
4. Apply 3 layers of half-lapped, 6-mils, PVC, pressure-sensitive, adhesive tape.
5. Cover the entire splice with an electrical insulating coating and allow it to dry.

### 87-1.03I Connectors and Terminals

Apply connectors and terminals to cables and conductors using a crimping compression tool under the manufacturer's instructions. The tool must prevent opening of the handles until the crimp is completed.

Install crimp-style terminal lugs on stranded conductors smaller than no. 14.

Solder no. 8 and smaller conductors to connectors and terminal lugs.

### 87-1.03J Standards, Poles, Pedestals, and Posts

Install standards, poles, pedestals, and posts under section 56-3.

Ground standards with a handhole by attaching a bonding jumper from the bolt or lug inside the standard to a metal conduit or to the grounding wire in the adjacent pull box. The bonding jumper must be visible when the handhole cover is removed.

Ground standards without a handhole or standards with a slip base by attaching a bonding jumper to all anchor bolts using ground clamps and connecting it to a metal conduit or to the grounding wire in the adjacent pull box. The bonding jumper must be visible after mortar has been placed on the foundation.

### 87-1.03K Reserved

### 87-1.03L Utility Service

### 87-1.03L(1) General

Install the service equipment early enough to allow the utility to complete its work before completion of the electrical work.

At least 15 days before permanent electrical and telecommunication service is required, request the service connections for permanent installations. The Department arranges with the utilities for completion of the connections and pays all costs and fees required by the utilities.

### 87-1.03L(2) Electric Service

#### 87-1.03L(2)(a) General

If service equipment is to be installed on a utility-owned pole, furnish and install the conduit, conductors, pull boxes, and other necessary material to complete the service installation. The service utility decides the position of the riser and equipment on the pole.

#### 87-1.03L(2)(b) Electric Service for Irrigation

Establishing electric service for irrigation includes installing conduit, conductors, and pull boxes and making connections from the service point to the irrigation controllers.

#### 87-1.03L(2)(c) Electric Service for Booster Pumps

Establishing electric service for a booster pump includes installing conduit, conductors, and pull boxes and making connections from the service point to the booster pump enclosure.

### 87-1.03L(3) Telecommunications Service

Establishing telecommunication service includes installing conduit, conductors, and pull boxes and making connections from the service point to the telephone demarcation cabinet.

### 87-1.03M Photoelectric Controls

Mount the photoelectric unit on the top of the pole for Type I, II, and III photoelectric controls. Use mounting brackets where pole-top mounting is not possible. Orient the photoelectric unit to face north.

Mount the enclosure at a height of 6 feet above finished grade on the same standard as the photoelectric unit.

Install a minimum 100 VA, 480/120 V(ac) transformer in the contactor enclosure to provide 120 V(ac) for the photoelectric control unit when switching 480 V(ac), 60 Hz circuits.

### 87-1.03N Fused Splice Connectors

Install a fuse splice connector in each ungrounded conductor for luminaires mounted on standards. The connector must be located in the pull box adjacent to the standard.

Crimp the connector terminals onto the ungrounded conductors using a tool under the manufacturer's instructions. Insulate the terminals and make them watertight.

### 87-1.03O Grounding Electrodes

Install a grounding electrode for each cabinet, service equipment enclosure, and transformer.

Attach a grounding conductor from the electrode using either a ground clamp or exothermic weld. Connect the other end of the conductor to the cabinet, service equipment enclosure, and transformer.

### 87-1.03P Service Equipment Enclosures

Installing a service equipment enclosure includes constructing the foundation and pad and installing conduit, adjacent pull boxes, and grounding electrode.

Locate the foundation such that the minimum clearance around the front and back of the enclosure complies with NEC, article 110.26, "Spaces About Electrical Equipment, (600 V, nominal or less)."

Bond and ground metal conduit as specified in NEC and by the service utility except the grounding electrode conductor must be no. 6 or larger.

If circuit breakers and components do not have a description on engraved phenolic nameplates, install them using stainless steel rivets or screws under section 86-1.02P(2).

### 87-1.03Q Cabinets

#### 87-1.03Q(1) General

Installing a cabinet includes constructing the foundation and pad and installing conduit, adjacent pull boxes, and grounding electrode.

Apply a mastic or caulking compound before installing the cabinet on the foundation to seal the openings.

Connect the field wiring to the terminal blocks in the cabinet. Neatly arrange and lace or enclose the conductors in plastic tubing or raceway. Terminate the conductors with properly sized captive or spring spade terminals. Apply a crimp-style connector and solder them.

Install and solder a spade-type terminal on no. 12 and smaller field conductors and a spade-type or ring-type terminal on conductors larger than no. 12.

**87-1.03Q(2) Department-Furnished Controller Cabinets**

Arrange for the delivery of Department-furnished controller cabinets.

**87-1.03Q(3) Reserved**

**87-1.03Q(4) Telephone Demarcation Cabinets**

Installing a telephone demarcation cabinet includes installing conduit, cable, and pull boxes to the controller cabinet.

Install the cabinet with the back toward the nearest lane of traffic.

**87-1.03R Signal Heads**

**87-1.03R(1) General**

Installing a signal head includes mounting the heads on standards and mast arms, installing backplates and visors, and wiring conductors to the terminal blocks.

Keep the heads covered or direct them away from traffic until the system is ready for operation.

**87-1.03R(2) Signal Faces**

Use the same brand and material for the signal faces at each location.

Program the programmable visibility signal faces under the manufacturer's instructions. The indication must be visible only in those areas or lanes to be controlled.

**87-1.03R(3) Backplates**

Install backplates using at least six 10-24 or 10-32 self-tapping and locking stainless steel machine screws and flat washers.

If a plastic backplate requires field assembly, attach each joint using at least four no.10 machine screws. Each machine screw must have an integral or captive flat washer, a hexagonal head slotted for a standard screwdriver, and either a locking nut with an integral or captive flat washer or a nut, flat washer, and lock washer. Machine screws, nuts, and washers must be stainless steel or steel with a zinc or black oxide finish.

If a metal backplate has 2 or more sections, fasten the sections with rivets or aluminum bolts peened after assembly to avoid loosening.

Install the backplate such that the background light is not visible between the backplate and the signal face or between sections.

**87-1.03R(4) Signal Mounting Assemblies**

Install a signal mounting assembly such that its members are arranged symmetrically and plumb or level. Orient each mounting assembly to allow maximum horizontal clearance to the adjacent roadway.

For a bracket-mounted assembly, bolt the terminal compartment or pole plate to the pole or standard.

In addition to the terminal compartment mounting, attach the upper pipe fitting of Type SV-1-T with 5 sections or a SV-2-TD to the standard or pole using the mounting detail for signal heads without a terminal compartment.

Use a 4-1/2-inch slip fitter and set screws to mount an assembly on a post top.

After installing the assembly, clean and paint the exposed threads of the galvanized conduit brackets and bracket areas damaged by the wrench or vise jaws. Use a wire brush to clean and apply 2 coats of unthinned, organic zinc-rich primer. Do not use an aerosol can to apply the primer.

Install the conductors in the terminal compartment and secure the cover.

### 87-1.03S Pedestrian Signal Heads

Installing a pedestrian signal head includes mounting the heads on standards and wiring conductors to the terminal blocks.

Install the pedestrian signal mounting assembly under section 87-1.03R(4).

Use the same brand and material for the pedestrian signal faces at each location.

Install a pedestrian signal face such that its members are arranged symmetrically and plumb or level.

### 87-1.03T Accessible Pedestrian Signals

Use the same brand for the accessible pedestrian signals at each location.

Install an accessible pedestrian signal and the R10 series sign on the crosswalk side of the standard.

Attach the accessible pedestrian signal to the standard with self-tapping screws.

Attach the sign to the standard using 2 straps and saddle brackets.

Point the arrow on the accessible pedestrian signal in the same direction as the corresponding crosswalk.

Furnish the equipment and hardware to set up and calibrate the accessible pedestrian signal.

Arrange to have a manufacturer's representative at the job site to program the accessible pedestrian signal with an audible message or tone.

### 87-1.03U Push Button Assemblies

Install the push button assembly and the R10 series sign on the crosswalk side of the standard.

Attach the sign to the assembly for Type B assemblies.

Attach the sign to the standard using 2 straps and saddle brackets for Type C assemblies.

You may use straps and saddle brackets to secure the push button to the standard.

Use a slip fitter to secure the assembly on top of a 2-1/2-inch-diameter post.

### 87-1.03V Detectors

#### 87-1.03V(1) General

Installing a detector includes installing inductive loop conductors, sealant, conduit, and pull boxes.

Center the detectors in the traffic lanes.

Do not splice the detector conductor.

#### 87-1.03V(2) Inductive Loop Detectors

Mark the location of the inductive loop detectors such that the distance between the side of the loop and a lead-in saw cut from an adjacent detector is at least 2 feet. The distance between lead-in saw cuts must be at least 6 inches.

Saw cut the slots under section 13-4.03E(7). The bottoms of the slots must be smooth with no sharp edges. For Type E detector loops, saw the slots such that the sides are vertical.

Wash the slots clean using water and blow dry them with compressed air to remove all moisture and debris.

Identify the start of the conductor.

Waterproof the ends of a Type 2 loop conductor before installing it in the conduit to prevent moisture from entering the cable.

Install the loop conductor in the slots and lead-in saw cuts using a 3/16- to 1/4-inch-thick wood paddle. Hold the conductors in place at the bottom of the slot with wood paddles during placement of the sealant.

Wind adjacent loops on the same sensor unit channel in opposite directions.

Twist the conductors for each loop into a pair consisting of a minimum of 2 turns per foot before placing them in the lead-in saw cut and the conduit leading to the pull box. Do not install more than 2 twisted pairs of conductors per lead-in saw cut.

Provide 5 feet of slack in the pull box.

Test each loop for continuity, circuit resistance, and insulation resistance before filling the slots with sealant.

Remove excess sealant from the adjacent road surface before it sets. Do not use solvents to remove the excess.

Identify the loop conductor pair in the pull box, marking the start with the letter *S* and the end with the letter *F*. Band conductors in pairs by lane in the pull box adjacent to the loops and in the cabinet. Identify each pair with the detector designation and loop number.

Install the conductors in a compacted layer of HMA immediately below the uppermost layer if more than one layer will be placed. Install the loop conductors before placing the uppermost layer of HMA. Fill the slot with a sealant flush to the surface.

Install the conductors in the existing pavement if one layer of HMA is to be placed. Install the loop conductors before placing the layer of HMA. Fill the slot with a sealant flush to the surface.

### 87-1.03V(3) Preformed Inductive Loop Detectors

Construct a preformed inductive loop detector consisting of 4 turns in the loop and a lead-in conductor pair twisted at least 2 turns per foot all encased in conduit and sealed to prevent water penetration. The detector must be 6-foot square unless shown otherwise.

Construct the loop detector using a minimum 3/8-inch Schedule 40 or Schedule 80 PVC or polypropylene conduit and no. 16 or larger conductor with Type THWN or TFFN insulation.

In new roadways, place the detector in the base course with the top of the conduit flush with the top of the base. Cover with HMA or concrete pavement. Protect the detector from damage before and during pavement placement.

In new reinforced concrete bridge decks, secure the detector to the top of the uppermost layer of reinforcing steel using nylon wire ties. Hold the detector parallel to the bridge deck using PVC or polypropylene spacers where necessary. Place conduit for lead-in conductors between the uppermost 2 layers of reinforcing steel.

Do not install detectors in existing bridge decks unless authorized.

Install a detector in existing pavement before placement of concrete or HMA as follows:

1. Saw cut slots at least 1-1/4 inches wide into the existing pavement.
2. Place the detector in the slots. The top of the conduit must be at least 2 inches below the top of the pavement.
3. Test each loop circuit for continuity, circuit resistance, and insulation resistance.
4. Fill saw cuts with elastomeric or hot melt rubberized asphalt sealant for asphalt concrete pavement and with epoxy sealant or hot melt rubberized asphalt sealant for concrete pavement.

## 87-1.03W Sealants

### 87-1.03W(1) General

Reserved

### 87-1.03W(2) Elastomeric Sealant

Apply an elastomeric sealant with a pressure feed applicator.

### 87-1.03W(3) Asphaltic Emulsion Sealant

Asphaltic emulsion sealant must:

1. Be used for filling slots in asphalt concrete pavement of a maximum width of 5/8 inch
2. Not be used on concrete pavement or where the slope causes the material to run from the slot
3. Be thinned under the manufacturer's instructions
4. Be placed when the air temperature is at least 45 degrees F

**87-1.03W(4) Hot-Melt Rubberized Asphalt Sealant**

Melt the sealant in a jacketed, double-boiler-type, melting unit. The temperature of the heat transfer medium must not exceed 475 degrees F.

Apply the sealant with a pressure feed applicator or a pour pot when the surface temperature of the pavement is greater than 40 degrees F.

**87-1.03X Reserved**

**87-1.03Y Transformers**

Installing a transformer includes placing the transformer inside a pull box, a cabinet, or an enclosure.

Wire the transformer for the appropriate voltage.

Ground the secondary circuit of the transformer as specified in the NEC.

**87-1.03Z Reserved**

**87-1.04 PAYMENT**

Not Used

## 87-2 LIGHTING SYSTEMS

**87-2.01 GENERAL**

**87-2.01A Summary**

Section 87-2 includes specifications for constructing lighting systems.

Lighting system includes:

1. Foundations
2. Pull boxes
3. Conduit
4. Conductors
5. Standards
6. Luminaires
7. Service equipment enclosure
8. Photoelectric control
9. Fuse splice connectors
10. High mast lighting assemblies

The components of a lighting system are shown on the project plans.

**87-2.01B Definitions**

Reserved

**87-2.01C Submittals**

Submit a certificate of compliance and test data for the high mast lighting luminaires.

**87-2.01D Quality Assurance**

Reserved

**87-2.02 MATERIALS**

**87-2.02A General**

Reserved

### 87-2.02B High Mast Lighting Assemblies

A high mast lighting assembly includes the foundation, pole, lowering device system, luminaires, and control pedestal.

Each luminaire in a high mast lighting assembly must include a housing, an optical system, and a ballast.

The housing must be made of aluminum.

A painted or powder-coated housing for a high mast lighting luminaire must be able to withstand a 1,000-hour salt spray test as specified in ASTM B117.

The optical system, consisting of the reflector, refractor or lens, lamp socket, and lamp, must be in a sealed chamber. The chamber must be sealed by a gasket between the reflector and refractor or lens and a gasket between the reflector and lamp socket. The chamber must have a separate filter or filtering gasket for flow of air.

An asymmetrical luminaire must have a refractor or reflector that is rotatable 360 degrees around a vertical axis to orient the distribution of light.

The luminaire must have a slip fitter for mounting on a 2-inch horizontal pipe tenon and must be adjustable ±3 degrees from the axis of the tenon.

The reflector must have a specular surface made of silvered glass or aluminum protected by either an anodized finish or a silicate film. The reflector must be shaped such that a minimum of light is reflected through the arc tube of the lamp.

The refractor and lens must be made of heat-resistant glass.

The lamp socket must be a porcelain-enclosed, mogul-multiple type. The shell must contain integral lamp grips to ensure electrical contact under conditions of normal vibrations. The socket must be rated for 1,500 W, 600 V(ac) and 4,000 V(ac) pulse for a 400 W lamp and 5,000 V(ac) pulse for a 1,000 W lamp.

The luminaire must have a dual fuse holder for 2 fuses rated at 5 A, 480 V(ac). The fuses must be 13/32 inch by 1-1/2 inches, standard midget ferrule type with a nontime-delay feature.

The lamps must be vertical burning, protected from undue vibration, and prevented from backing out of the socket by a stainless steel clamp attached to the luminaire.

A 1,000 W metal halide lamp must have an initial output of 100,000 lumens and an average rated life of 12,000 hours based on 10 hours per start.

A 400 W high-pressure sodium lamp must have an initial output of 50,000 lumens. A 1,000 W high-pressure sodium lamp must have an initial output of 140,000 lumens.

The ballast for the luminaire must be a regulator type and have a core and coils, capacitors, and starting aid.

Ballast must be:

1. Mounted within a weatherproof housing that integrally attaches to the top of a luminaire support bracket and lamp support assembly
2. Readily removable without removing the luminaire from the bracket arm
3. Electrically connected to the optical assembly by a prewired quick disconnect

The ballast for a metal halide luminaire must comply with luminaire manufacturer's specifications.

The wattage regulation spread at any lamp voltage, from nominal through the life of the lamp, must vary no more than 22 percent for a 1,000 W lamp and a ±10 percent input voltage variation. The ballast's starting line current must be less than its operating current.

### 87-2.02C Soffit and Wall-Mounted Luminaires

#### 87-2.02C(1) General

Soffit and wall-mounted luminaires must be weatherproof and corrosion resistant.

Each luminaire must include a 70 W high-pressure sodium lamp with a minimum average rated life of 24,000 hours. The lamp socket must be positioned such that the light center of the lamp is located within 1/2 inch of the designed light center of the luminaire.

Luminaire wiring must be SFF-2.

Flush-mounted soffit luminaire must have:

1. Metal body with two 1-inch-minimum conduit hubs and a means of anchoring the body into the concrete
2. Prismatic refractor made of heat-resistant polycarbonate:
   2.1. Mounted in a door frame
   2.2. With the street side identified
3. Aluminum reflector with a specular anodized finish
4. Ballast located either within the housing or in a ceiling pull box if shown
5. Lamp socket

The door frame assembly must be hinged, gasketed, and secured to the luminaire body with at least 3 machine screws.

A pendant soffit luminaire must be enclosed and gasketed and have an aluminum finish. Luminaire must have:

1. Aluminum reflector with a specular anodized finish
2. Refractor made of heat-resistant polycarbonate
3. Optical assembly that is hinged and latched for lamp access and a device to prevent dropping
4. Ballast designed for operation in a raintight enclosure
5. Galvanized metal box with a gasketed cover, 2 captive screws, and 2 chains to prevent dropping and for luminaire mounting

Wall-mounted luminaire must have:

1. Cast metal body
2. Prismatic refractor:
   2.1. Made of glass
   2.2. Mounted in a door frame
3. Aluminum reflector with a specular anodized finish
4. Integral ballast
5. Lamp socket
6. Gasket between the refractor and the body
7. At least 2 mounting bolts of minimum 5/16-inch diameter

A cast aluminum body of a luminaire to be cast into or mounted against concrete must have a thick coat of alkali-resistant bituminous paint on all surfaces to be in contact with the concrete.

### 87-2.02C(2) High-Pressure Sodium Lamp Ballasts

#### 87-2.02C(2)(a) General

A high-pressure sodium lamp ballast must operate the lamp for its rated wattage.

Starting aids for a ballast must be interchangeable between ballasts of the same wattage and manufacturer without adjustment.

The ballast must be provided with a heat-generating component to serve as a heat sink. The capacitor must be placed at the maximum practicable distance from the heat-generating components or thermally shielded to limit the case temperature to 75 degrees C.

The transformer and inductor must be resin impregnated for protection against moisture. Capacitors, except for those in starting aids, must be metal cased and hermetically sealed.

The ballast must have a power factor of 90 percent or greater.

For the nominal input voltage and lamp voltage, the ballast design center must not vary more than 7.5 percent from the rated lamp wattage.

### 87-2.02C(2)(b) Regulator-Type Ballasts

A regulator-type ballast must be designed such that a capacitance variance of ±6 percent does not cause more than ±8 percent variation in the lamp wattage regulation.

The ballast must have a current crest factor not exceeding 1.8 for an input voltage variation of ±10 percent.

The lamp wattage regulation spread for a lag-type ballast must not vary by more than 18 percent for ±10 percent input voltage variations. The primary and secondary windings must be electrically isolated.

The lamp wattage regulation spread for a constant-wattage, autoregulator, lead-type ballast must not vary by more than 30 percent for ±10 percent input voltage variations.

### 87-2.02C(2)(c) Nonregulator-Type Ballasts

A nonregulator-type ballast must have a current crest factor not exceeding 1.8 for an input voltage variation of ±5 percent.

The lamp wattage regulation spread for an autotransformer or high reactance type ballast must not vary by more than 25 percent for ±5 percent input voltage variations.

## 87-2.03 CONSTRUCTION

### 87-2.03A General

Set the foundations for standards such that the mast arm is perpendicular to the centerline of the roadway.

Tighten the cap screws of the luminaire's clamping bracket to 10 ft-lb for LED and low-pressure luminaires.

Label the month and year of the installation inside the luminaire housing's door.

Perform the conductor and operational tests for the system.

### 87-2.03B High Mast Lighting Assemblies

Mount and connect the luminaires to the accessory support ring. Aim the asymmetrical luminaire to orient the distribution of light.

### 87-2.03C Soffit and Wall-Mounted Luminaires

For a flush-mounted soffit luminaire:

1. Prevent concrete from getting into the housing during pouring of the concrete for the structure
2. Install the luminaire with the axis vertical and the street side of the refractor oriented as indicated
3. Locate the luminaire to provide a minimum 2-foot clearance from the inside surface of the girders and 1-foot clearance from the near face of the diaphragm
4. Install the bridge soffit and ceiling pull box over the same lane

For a pendant soffit luminaire:

1. Cast in place the inserts for the no. 8 pull box during concrete placement for a new structure
2. Drill holes for expansion anchors to support the no. 8 pull box on existing structures
3. Bond the suspension conduit and luminaire to the pull box

For a wall-mounted luminaire, provide:

1. Extension junction box or ring on a new structure
2. 4 external mounting taps on an existing structure

Place the soffits or wall-mounted luminaires in operation as soon as practicable after the falsework has been removed from the structure.

If the Engineer orders soffit or wall-mounted luminaires to be activated before permanent power service is available, installing and removing the temporary power service is change order work.

### 87-2.04 PAYMENT

Not Used

## 87-3 SIGN ILLUMINATION SYSTEMS

### 87-3.01 GENERAL

#### 87-3.01A Summary

Section 87-3 includes specifications for constructing sign illumination systems.

Sign illumination system includes:

1. Foundations
2. Pull boxes
3. Conduit
4. Conductors
5. Sign lighting fixtures
6. Enclosure for the disconnect circuit breaker
7. Service equipment enclosure
8. Photoelectric control

The components of a sign illumination system are shown on the project plans.

#### 87-3.01B Definitions

Reserved

#### 87-3.01C Submittals

Submit the manufacturer's test data for the induction sign-lighting fixtures.

#### 87-3.01D Quality Assurance

Reserved

### 87-3.02 MATERIALS

An induction sign-lighting fixture must include a housing with a door, reflector, refractor or lens, lamp, socket assembly, power coupler, high-frequency generator, fuse block, and fuses.

The fixture must comply with the isofootcandle curves as shown.

Fixture must weigh no more than 44 lb, be rated for 87 W at 120/240 V(ac), and have a mounting assembly made of one of the following materials:

1. Cast aluminum
2. Hot-dip galvanized steel plate
3. Galvanized steel plate finished with one of the following:
   - 3.1. Polymeric coating
   - 3.2. Same finish used for the housing

Housing must:

1. Be corrosion resistant and suitable for wet locations
2. Be above the top of the mounting rails at a maximum height of 12 inches
3. Have weep holes

Door must:

1. Hold a refractor or lens
2. Open without the use of special tools
3. Have a locking position at 50 degrees minimum from the plane of the door opening
4. Be hinged to the housing on the side of the fixture away from the sign panel
5. Have 2 captive latch bolts or other latching device

When the door is opened, it must lock in the 50 degrees position when an 85 mph, 3-second wind-gust load strikes the door from either side.

The housing and door must be manufactured of sheet or cast aluminum and have a gray powder coat or polyester paint finish. The sheet aluminum must comply with ASTM B209 or B209M for 5052-H32 aluminum sheet. External bolts, screws, hinges, hinge pins, and door closure devices must be corrosion resistant.

The housing and door must be gasketed. The thickness of the gasket must be a minimum of 1/4 inch.

Reflector must not be attached to the outside of the housing and must be:

1. Made of a single piece of aluminum with a specular finish
2. Protected with an electrochemically applied anodized finish or a chemically applied silicate film
3. Designed to drain condensation away from it
4. Secured to the housing with a minimum of 2 screws
5. Removable without removing any fixture parts

Refractor or lens must have a smooth exterior and must be manufactured from the materials shown in the following table:

**Refractor and Lens Material Requirements**

| Component | Material |
|---|---|
| Flat lens | Heat-resistant glass |
| Convex lens | Heat-resistant, high-impact-resistant tempered glass |
| Refractor | Borosilicate heat-resistant glass |

The refractor and convex lens must be designed or shielded such that no luminance is visible if the fixture is approached directly from the rear and viewed from below. If a shield is used, it must be an integral part of the door casting.

Lamp must:

1. Be an 85 W induction type with a fluorescent, phosphor-coated, interior wall
2. Have a minimum 70 percent light output of its original lumen output after 60,000 hours of operation
3. Have a minimum color-rendering index of 80
4. Be rated at a color temperature of 4,000K
5. Be removable with common hand tools

The lamp socket must be rated for 1,500 W and 600 V(ac) and be a porcelain-enclosed mogul type with a shell that contains integral lamp grips to ensure electrical contact under normal vibration conditions. The shell and center contact must be made of nickel-plated brass. The center contact must be spring loaded.

The power coupler must be removable with common hand tools.

High-frequency generator must:

1. Start and operate lamps at an ambient temperature of -25 degrees C or greater for the rated life of the lamp
2. Operate continuously at ambient air temperatures from -25 to 55 degrees C without a reduction in the generator life
3. Have a design life of at least 100,000 hours at 55 degrees C
4. Have an output frequency of 2.65 MHz ± 10 percent
5. Have radio frequency interference that complies with 47 CFR 18 regulations regarding harmful interference
6. Have a power factor greater than 90 percent and total harmonic distortion less than 10 percent

The high frequency generator must be mounted such that the fixture can be used as a heat sink and be replaceable with common hand tools.

Each fixture must include a barrier-type fuse block for terminating field connections. Fuse block must:

1. Be rated 600 V(ac)
2. Have box terminals
3. Be secured to the housing and accessible without removal of any fixture parts
4. Be mounted to leave a minimum of 1/2 inch of air space from the sidewalls of the housing
5. Be designed for easy removal of fuses with a fuse puller

The fixture's fuses must be 13/32-inch-diameter, 1-1/2-inch-long ferrule type and UL listed or NRTL certified. For a 120 V(ac) fixture, only the ungrounded conductor must be fused and a solid connection must be provided between the grounded conductor and the high frequency generator.

The fixture must be permanently marked with the manufacturer's brand name, trademark, model number, serial number, and date of manufacture on the inside and outside on the housing. The same information must be marked on the package.

If a wire guard is used, it must be made of a minimum 1/4-inch-diameter galvanized steel wire. The wires must be spaced to prevent rocks larger than 1-1/2-inch diameter from passing through the guard. The guard must be either hot-dip galvanized or electroplated zinc-coated as specified in ASTM B633, service condition SC4, with a clear chromate dip treatment.

### 87-3.03 CONSTRUCTION

Perform the conductor and operational tests for the system.

### 87-3.04 PAYMENT

Not Used

## 87-4 SIGNAL AND LIGHTING SYSTEMS

### 87-4.01 GENERAL

#### 87-4.01A Summary

Section 87-4 includes specifications for constructing signal and lighting systems.

Signal and lighting system includes:

1. Foundations
2. Pull boxes
3. Conduit
4. Conductors
5. Cables
6. Standards
7. Signal heads
8. Internally illuminated street name signs
9. Service equipment enclosure
10. Department-furnished controller assembly
11. Detectors
12. Telephone demarcation cabinet
13. Accessible pedestrian signals
14. Push button assemblies
15. Pedestrian signal heads
16. Luminaires
17. Photoelectric control
18. Fuse splice connectors
19. Battery backup system
20. Flashing beacons
21. Flashing beacon control assembly

The components of a signal and lighting system are shown on the project plans.

#### 87-4.01B Definitions

Reserved

### 87-4.01C Submittals

Submit shop drawings showing the message for each internally illuminated street sign, including the size of letters, symbols, and arrows.

### 87-4.01D Quality Assurance

#### 87-4.01D(1) General

Reserved

#### 87-4.01D(2) Quality Control

#### 87-4.01D(2)(a) General

Reserved

#### 87-4.01D(2)(b) Battery Backup System

Notify the Engineer 48 hours before testing the battery backup system.

Test the system in the presence of the Engineer by turning off the power to the signal system at the service equipment enclosure. The signal system must run continuously for 30 minutes. If the battery backup system fails, correct the problem and retest the system for another 30 minutes. After successful completion of the test, turn the power on for the signal system.

## 87-4.02 MATERIALS

### 87-4.02A General

Reserved

### 87-4.02B Battery Backup System

A battery backup system includes the cabinet, batteries, and the Department-furnished electronics assembly.

The electronics assembly includes the inverter/charger unit, power transfer relay, and the battery harness.

### 87-4.02C Internally Illuminated Street Name Signs

An internally illuminated street name sign includes housing, brackets, sign panels, gaskets, ballast, lampholder, terminal blocks, conductors, and fuses.

An internally illuminated street sign must be designed and constructed to prevent deformation or failure when subjected to an 85 mph, 3-second wind-gust load as specified in the AASHTO publication, "Standard Specifications for Structural Supports of Highway Signs, Luminaires and Traffic Signals."

Sign must:

1. Be Types A or B
2. Have galvanized or cadmium-plated ferrous parts
3. Have screened weep holes
4. Have fasteners, screws, and hardware made of passive stainless steel, Type 302 or 304, or aluminum Type 6060-T6
5. Operate at a temperature from -20 to 74 degrees C

Photoelectric unit sockets are not allowed.

The housing must be constructed to resist torsional twist and warp. The housing must be designed such that opening or removing the panels provides access to the interior of the sign for lamp, ballast, and fuse replacement.

The top and bottom of the sign must be manufactured from formed or extruded aluminum and attached to formed or cast aluminum end fittings. The top, bottom, and end fittings must form a sealed housing.

For a Type A sign, both sides of the sign must be hinged at the top to allow installation or removal of the sign panel.

For a Type B sign, the sign panel must be slide mounted into the housing.

The top of the housing must have 2 free-swinging mounting brackets. Each bracket must be vertically adjustable for leveling the sign to either a straight or curved mast arm. The bracket assembly must allow the lighting fixture to swing perpendicular to the sign panel.

The reflectors must be formed aluminum and have an acrylic, baked-white-enamel surface with a minimum reflectance of 0.85.

Sign panel must be translucent, high-impact-resistant, and made of one of the following plastic materials:

1. Glass-fiber-reinforced, acrylated resin
2. Polycarbonate resin
3. Cellulose acetate butyrate

The sign panel must be designed not to crack or shatter if a 1-inch-diameter steel ball weighing 2.4 ounces is dropped from a height of 8.5 feet above the sign panel to any point on the panel. For this test, the sign panel must be lying in a horizontal position and supported within its frame.

The sign panel's surface must be evenly illuminated. The brightness measurements for the letters must be a minimum of 150 foot-lamberts, average. The letter-to-background brightness ratio must be from 10:1 to 20:1. The background luminance must not vary by more than 40 percent from the average background brightness measurement. The luminance of letters, symbols, and arrows must not vary by more than 20 percent from their average brightness measurement.

The sign panel's white or green color must not fade or darken if exposed to an accelerated test of UV light equivalent to 2 years of outdoor exposure.

The sign panel's legend, symbols, arrows, and border on each face must be white on a green background. The background must comply with color no. 14109 of FED-STD-595.

The message must appear on both sides of the sign and be protected from UV radiation. The letters must be 8-inch upper case and 6-inch lower case, series E.

A Type A sign must have a closed-cell, sponge-neoprene gasket installed between the sign panel frame to prevent the entry of water. The gasket must be uniform and even textured.

The sign ballast must be a high-power-factor type for outdoor operation from 110 to 125 V(ac) and 60 Hz and must comply with ANSI C82.1 and C82.2.

The ballast for a Type A sign must be rated at 200 mA. The ballast for a Type B sign must be rated at 430 mA.

Sign lampholder must:

1. Be the spring-loaded type
2. Have silver-coated contacts and waterproofed entrance leads
3. Have a heat-resistant, circular cross section with a partially recessed neoprene ring

Removal of the lamp from the socket must de-energize the primary of the ballast.

The springs for the lampholders must not be a part of the current-carrying circuit.

The sign's wiring connections must terminate on a molded, phenolic, barrier-type, terminal block rated at 15 A, 1,000 V(ac). The connections must have a white, integral, waterproof marking strip. The terminal screws must not be smaller than a no. 10.

The terminal block must be insulated from the fixture to provide protection from the line-to-ground flashover voltage.

A sectionalized terminal block must have an integral barrier on each side and must allow rigid mounting and alignment.

Fixture's conductors must:

1. Be stranded copper wire with a minimum thermoplastic insulation of 28 mils

2. Be rated at 1,000 V(ac) and for use up to 90 degrees C
3. Be a minimum of no. 16
4. Match the color coding of the ballast leads
5. Be secured with spring cross straps, installed 12 inches apart or less in the chassis or fixture

Stranded copper conductors connected to screw-type terminals must terminate in crimp-type ring connectors.

No splicing is allowed within the fixture.

The sign's fuse must be the Type 3AG, miniature, slow-blow type.

The fuse holder must be a panel-mounting type with a threaded or bayonet knob that grips the fuse tightly for extraction. Each ballast must have a separate fuse.

### 87-4.03 CONSTRUCTION

#### 87-4.03A General

Set the foundations for standards such that the mast arm is perpendicular to the centerline of the roadway.

Tighten the cap screws of the luminaire's clamping bracket to 10 ft-lb for LED and low-pressure luminaires.

Label the month and year of the installation inside the luminaire housing's door.

Perform the conductor and operational tests for the system.

#### 87-4.03B Battery Backup System Cabinets

Install the battery backup system cabinet to the right of the Model 332L cabinet.

If installation on the right side is not feasible, obtain authorization for installation on the left side.

Provide access for power conductors between the cabinets using:

1. 2" nylon-insulated, steel chase nipple
2. 2" steel sealing locknut
3. 2" nylon-insulated, steel bushing

Remove the jumper between the terminals labeled *BBS-1* and *BBS-2* in the 5 position terminal block in the controller cabinet before connecting the Department-furnished electronics assembly.

#### 87-4.03C Internally Illuminated Street Name Signs

Mount the internally illuminated street name sign to the signal mast arm using the adjustable brackets. Connect the conductors to the terminal blocks in the signal head mounting terminal block.

### 87-4.04 PAYMENT

Not Used

## 87-5 RAMP METERING SYSTEMS

### 87-5.01 GENERAL

Section 87-5 includes specifications for constructing ramp metering systems.

Ramp metering system includes:

1. Foundations
2. Pull boxes
3. Conduit
4. Conductors
5. Standards
6. Signal heads
7. Service equipment enclosure
8. Department-furnished controller assembly

9. Detectors
10. Telephone demarcation cabinet

The components of a ramp metering system are shown on the project plans.

### 87-5.02 MATERIALS

Not Used

### 87-5.03 CONSTRUCTION

Connect the field wiring to the terminal blocks in the controller cabinet. The Engineer provides you a list of field conductor terminations for each controller cabinet.

Perform the conductor and operational tests for the system.

### 87-5.04 PAYMENT

Not Used

## 87-6 TRAFFIC MONITORING STATION SYSTEMS

### 87-6.01 GENERAL

Section 87-6 includes specifications for constructing traffic monitoring station systems.

Traffic monitoring station system includes:

1. Foundations
2. Pull boxes
3. Conduit
4. Cables
5. Conductors
6. Service equipment enclosure
7. Controller cabinet
8. Detectors
9. Telephone demarcation cabinet

The components of a traffic monitoring station system are shown on the project plans.

### 87-6.02 MATERIALS

Not Used

### 87-6.03 CONSTRUCTION

Connect the field wiring to the terminal blocks in the controller cabinet. The Engineer provides you a list of field conductor terminations for the controller cabinet.

Perform the conductor and operational tests for the system.

### 87-6.04 PAYMENT

Not Used

## 87-7 FLASHING BEACON SYSTEMS

### 87-7.01 GENERAL

Section 87-7 includes specifications for constructing flashing beacon systems.

Flashing beacon system includes:

1. Foundations
2. Pull boxes
3. Conduit
4. Conductors
5. Standards
6. Service equipment enclosure
7. Signal heads
8. Flashing beacon control assembly

The components of a flashing beacon system are shown on the project plans.

The flash rate for the flashing beacon must comply with chapter 4L, "Flashing Beacons," of the *California MUTCD*.

The flashing beacon must allow alternating flashing wig-wag operation.

The flashing beacon must have a separate flasher unit installed in the flashing beacon control assembly.

### 87-7.02 MATERIALS

Flashing beacon control assembly must:

1. Have a NEMA 3R enclosure with a dead front panel and a hasp with a 7/16-inch hole for a padlock. The enclosure must have one of the following finishes:
   1.1. Powder coating.
   1.2. Hot-dip galvanized coating.
   1.3. Factory-applied, rust-resistant prime coat and finish coat.
2. Have barrier-type terminal blocks rated for 25 A, 600 V(ac), made of molded phenolic or nylon material and have plated-brass screw terminals and integral marking strips.
3. Include a solid state flasher complying with section 8 of NEMA standards publication no. TS 1 for 10 A, dual circuits.

### 87-7.03 CONSTRUCTION

Perform the conductor and operational tests for the system.

### 87-7.04 PAYMENT

Not Used

## 87-8–87-11 RESERVED

## 87-12 CHANGEABLE MESSAGE SIGN SYSTEMS

### 87-12.01 GENERAL

Section 87-12 includes specifications for constructing changeable message sign systems.

Changeable message sign system includes:

1. Foundations
2. Pull boxes
3. Conduit
4. Conductors
5. Service equipment enclosure
6. Department-furnished controller cabinet
7. Department-furnished changeable message sign
8. Department-furnished wiring harness
9. Service equipment enclosure
10. Sign disconnect

The components of a changeable message sign system are shown on the project plans.

### 87-12.02 MATERIALS

Not Used

### 87-12.03 CONSTRUCTION

Install the changeable message sign.

Connect the field wiring to the terminal blocks in the sign assembly and controller cabinet.

The Engineer provides you a list of field conductor terminations for each sign cabinet and controller cabinet.

The Department maintains the sign assemblies.

### 87-12.04 PAYMENT

Not Used

## 87-13–87-17 RESERVED

## 87-18 INTERCONNECTION CONDUIT AND CABLE

### 87-18.01 GENERAL

Section 87-18 includes specifications for constructing interconnection conduit and cable.

Interconnection conduit and cable includes:

1. Pull boxes
2. Conduit
3. Signal interconnect cables

The components of an interconnection conduit and cable are shown.

### 87-18.02 MATERIALS

Not Used

### 87-18.03 CONSTRUCTION

Test the signal interconnect cable.

Connect the signal interconnect cable to the terminal block in the controller cabinets. The Engineer provides you a list of terminations for each controller cabinet.

### 87-18.04 PAYMENT

Not Used

## 87-19 RESERVED

## 87-20 TEMPORARY ELECTRICAL SYSTEMS

### 87-20.01 GENERAL

Section 87-20 includes specifications for providing temporary electrical systems.

Obtain the Department's authorization for the type of temporary electrical system and its installation method.

A temporary system must operate on a continuous, 24-hour basis.

### 87-20.02 MATERIALS

#### 87-20.02A General

Material and equipment may be new or used.

The components of a temporary system are shown on the project plans.

If you use Type UF-B cable, the minimum conductor size must be no. 12.

#### 87-20.02B Temporary Flashing Beacon Systems

A temporary flashing beacon system consists of a flashing beacon system, wood post, generator, and photovoltaic system.

The system must comply with the specifications for a flashing beacon system in section 87-7, except it may be mounted on a wood post or a trailer.

#### 87-20.02C Temporary Lighting Systems

A temporary lighting system consists of a lighting system, generator, and wood poles.

The system must comply with the specifications for a lighting system in section 87-2, except it may be mounted on a wood pole or a trailer.

### 87-20.02D Temporary Signal Systems

A temporary signal system consists of a signal and lighting system, wood poles and posts, and a generator.

System must comply with the specifications for a signal and lighting system in section 87-4, except:

1. Signal heads may be mounted on a wood pole, mast arm, tether wire, or a trailer
2. Flashing beacons may be mounted on a wood post, or a trailer

## 87-20.03 CONSTRUCTION

### 87-20.03A General

Provide electrical and telecommunication services for temporary systems. Do not use existing services unless authorized.

Provide power for the temporary electrical systems under section 12-3.33, except you may use a photovoltaic system for the temporary flashing beacon system.

Install conductors and cables in a conduit, suspended from wood poles at least 25 feet above the roadway, or use direct burial conductors and cables.

You may saw slots across paved areas for burial conductors and cables.

Install conduit outside the paved area at a minimum of 12 inches below grade for Type 1 and 2 conduit and at a minimum of 18 inches below grade for Type 3 conduit.

Install direct burial conductors and cables outside the paved area at a minimum depth of 24 inches below grade.

Place the portions of the conductors installed on the face of wood poles in either Type 1, 2, or 3 conduit between the point 10 feet above grade at the pole and the pull box. The conduit between the pole and the pull box must be buried at a depth of at least 18 inches below grade.

Place conductors across structures in a Type 1, 2, or 3 conduit. Attach the conduit to the outside face of the railing.

Mount the photoelectric unit at the top of the standard or wood post.

You may abandon in place conductors and cables in sawed slots or in conduit installed below the ground surface.

### 87-20.03B Temporary Flashing Beacon Systems

Install a fused-splice connector in the pull box adjacent to each flashing beacon. Wherever conductors are run overhead, install the splice connector in the line side outside of the control assembly.

### 87-20.03C Temporary Lighting Systems

Wherever conductors are run overhead, install the fuse splice connectors in the line side before entering the mast arm.

### 87-20.03D Temporary Signal Systems

You may splice conductors that run to a terminal compartment or a signal head on a pole to the through conductors of the same phase in a pull box adjacent to the pole. Do not splice conductors or cables except in a pull box or in a NEMA 3R enclosure.

The Department provides the timing for the temporary signal.

Maintain the temporary signal except for the Department-furnished controller assembly.

## 87-20.04 PAYMENT

Not Used

## 87-21 EXISTING ELECTRICAL SYSTEMS

### 87-21.01 GENERAL

Section 87-21 includes general specifications for performing work on existing electrical systems.

### 87-21.02 MATERIALS

Not Used

### 87-21.03 CONSTRUCTION

#### 87-21.03A General

You may abandon unused underground conduit after pulling out all conductors and removing conduit terminations from the pull boxes.

If standards are to be salvaged, remove:

1. All components
2. Mast arms from the standards
3. Luminaires, signal heads, and signal mounting assemblies from the standards and mast arms

If the existing material is unsatisfactory for reuse and the Engineer orders you to replace it with new material, replacing the existing material with new material is change order work.

If the removed electrical equipment is to be reinstalled, supply all materials and equipment, including signal mounting assemblies, anchor bolts, nuts, washers, and concrete, needed to complete the new installation.

#### 87-21.03B Maintaining Existing Electrical Systems

##### 87-21.03B(1) General

Maintain the existing electrical system in working order during the progress of the work. Conduct your operations to avoid damage to the elements of the systems.

##### 87-21.03B(2) Maintaining Existing Traffic Management System Elements During Construction

Section 87-21.02B(2) applies if a bid item for maintaining existing traffic management system elements during construction is shown on the Bid Item List.

Traffic management system elements include:

1. Ramp metering system
2. Traffic monitoring stations
3. Microwave vehicle detection system
4. Changeable message sign system
5. Extinguishable message sign system
6. Highway advisory radio system
7. Closed circuit television camera system
8. Roadway weather information system

Obtain authorization at least 72 hours before interrupting communication between an existing system and the traffic management center.

If the Engineer notifies you that an existing system is not fully operational due to your activities, repair or replace the system within 72 hours. If the system cannot be fixed within 72 hours or it is located on a structure, provide a temporary system within 24 hours until the system can be fixed. Perform a functional test of the system in the presence of the Engineer. If you fail to perform the necessary repair or replacement work, the Department may perform the repair or replacement work and deduct the cost.

If you damage an existing fiber optic cable, install a new cable such that the length of cable slack is the same as before the damage, measured from an original splice point or termination. All splices must be made using the fusion method.

You may interrupt the operation of traffic monitoring stations:

1. For 60 days if another operational traffic monitoring station is located within 3 miles

2. For 15 days if another operational traffic monitoring station is located more than 3 miles away

If a traffic monitoring station must be interrupted for longer periods than specified, provide a temporary detection system. Obtain the Department's authorization for the type of temporary system and its installation method.

**87-21.03C Modifying Existing Electrical Systems**

Modify electrical systems as shown.

**87-21.03D Removing Existing Electrical Systems**

The components to be removed are shown on the project plans.

**87-21.04 PAYMENT**

Not Used

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For volumetric proportioning of RPC:

1. The volumetric container must be imprinted with manufacturer's name, model number, serial number, the as-calibrated volume and date of the last calibration. Cross sectional dimensions of the container must remain the same as those during its calibration.
2. The device must be re-calibrated monthly and at any time when the container shape has been deformed from its original condition or there is evidence of material build-up on the inside of the device.
3. The device must be held in a level condition during filling. Fill the device to the measure or strike-off line. Each measurement must be filled to within 1.0% of the device as-calibrated volume.
4. The device interior must be cleaned after each measurement to maintain a zero condition.

For weight proportioning, proportion RPC with a weigh hopper attached to the plant at a position which allows the addition of the RPC to the mixer truck with the conventional PCC ingredients. The plant process controller must control the proportioning of RPC to within 1.0% of its target weight.

### 90-9.02 MATERIALS

#### 90-9.02A General

The quantity of RPC added to the concrete must not exceed 15 percent.

The cementitious material content of the RPC must be at least that specified for the concrete that allows the use of RPC.

Water must not be added to the RPC after batching, including in the truck mixer.

Use HSA for controlling and reducing the hydration rate of RPC.

Incorporate RPC by mixing into the concrete before arriving at the jobsite.

#### 90-9.02B Returned Plastic Concrete

The RPC must not exceed 100 degrees F at any time.

If HSA is not used, RPC must be incorporated into the concrete before attaining initial set or within 4 hours after batching of RPC, whichever is earlier.

If HSA is used:

1. Add HSA to RPC within 4 hours after original batching.
2. Measure and record the time, dosage of HSA, and temperature of RPC when HSA is added.
3. Mix the RPC under the HSA manufacturer's instructions after adding HSA or at least 30 revolutions, whichever is greater.
4. Incorporate RPC into the concrete within 4 hours after adding HSA.

RPC must not contain:

1. Accelerating admixture
2. Fiber
3. Pigment
4. Lightweight aggregate
5. Previously returned RPC
6. Any ingredient incompatible with the resultant concrete

#### 90-9.02C Hydration Stabilizing Admixture

HSA must comply with ASTM C494 admixture Type B or Type D.

HSA must have a proven history of specifically maintaining and extending both plasticity and set.

HSA dosage must comply with the manufacturer's instructions.

#### 90-9.02D Production

Proportion concrete containing RPC under section 90-2.02E.

Proportion RPC by weight or by volume.

**90-9.03 CONSTRUCTION**

Not Used

**90-9.04 PAYMENT**

Not Used

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## 92 ASPHALT BINDERS

04-15-16

04-15-16

**Replace the 4th paragraph of section 92-1.02B with:**

Crumb rubber modifier used must be on the Authorized Materials List for crumb rubber modifier.

Production equipment for PG modified asphalt binder with crumb rubber modifier must be authorized under the Department's *MPQP*.

Crumb rubber must be derived from waste tires described in Pub Res Code § 42703 and must be free from contaminants including fabric, metal, minerals, and other nonrubber substances.

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## 96 GEOSYNTHETICS

01-15-16

**Replace *product name, manufacturing source, and date of manufacture* in the 2nd sentence of the 1st paragraph of section 96-1.01D with:**

01-15-16

manufacturing source code