**** WARNING ** WARNING ** WARNING ** WARNING ****
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STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

NOTICE TO CONTRACTORS

AND

SPECIAL PROVISIONS

FOR CONSTRUCTION ON STATE HIGHWAY IN

FRESNO COUNTY NEAR MENDOTA

FROM BELMONT AVENUE TO 0.5 KM EAST OF KINGS SLOUGH BRIDGE

DISTRICT 06, ROUTE 180

For Use in Connection with Standard Specifications Dated JULY 1999, Standard Plans Dated JULY 2004 and Labor Surcharge and Equipment Rental Rates.

CONTRACT NO. 06-420504

06-Fre-180-39.6/43.9

Federal Aid Project

ACNH-ACBHNH-P180(052)E

HPLU-6206(012)E

Bids Open: February 6, 2008

Dated: December 24, 2007

OSD

****

IMPORTANT SPECIAL NOTICES

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- Attention is directed to Section 3, "Award and Execution of Contract," of these special provisions regarding submittal of the documents identified in Section 3-1.025, "Insurance Policies," of the Standard Specifications.

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STANDARD PLANS LIST

The Standard Plan sheets applicable to this contract include, but are not limited to those indicated below. The Revised Standard Plans (RSP) and New Standard Plans (NSP) which apply to this contract are included as individual sheets of the project plans.

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A87B	Asphalt Concrete Dikes
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D81	Cast-In-Place Reinforced Concrete Double Box Culvert
D82	Cast-In-Place Reinforced Concrete Box Culvert Miscellaneous Details
D85	Box Culvert Wingwalls-Type D and E

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D94B	Concrete Flared End Sections
D97H	Reinforced Concrete Pipe or Non-Reinforced Concrete Pipe-Standard and Positive Joints
T1A	Temporary Crash Cushion, Sand Filled (Unidirectional)
T1B	Temporary Crash Cushion, Sand Filled (Bidirectional)
T2	Temporary Crash Cushion, Sand Filled (Shoulder Installations)
T3	Temporary Railing (Type K)
T5	Temporary Terminal Section (Type K)
RSP T7	Construction Project Funding Identification Signs
RSP T13	Traffic Control System for Lane Closure on Two Lane Conventional Highways
RSP T17	Traffic Control System for Moving Lane Closure on Two Lane Highways
T56	Temporary Water Pollution Control Details (Temporary Fiber Roll)
T58	Temporary Water Pollution Control Details (Temporary Construction Entrance)
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B0-1	Bridge Details
B0-13	Bridge Details
B7-8	Deck Drainage Details
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ES-5A	Electrical Systems (Detectors)
ES-5B	Electrical Systems (Detectors)
ES-5D	Electrical Systems (Detectors)
ES-6A	Electrical Systems (Lighting Standards Types 15 and 21)
ES-6F	Electrical Systems (Lighting Standards Type 30 and 31, Base Plate Details)
RSP ES-7M	Electrical Systems (Signal and Lighting Standards – Details No. 1)
ES-7N	Electrical Systems (Signal and Lighting Standards – Details No. 2)
ES-8	Electrical Systems (Pull Box Details)
ES-9A	Electrical Systems (Electrical Details, Structure Installations)
ES-9B	Electrical Systems (Electrical Details, Structure Installations)
ES-9C	Electrical Systems (Electrical Details, Structure Installations)
ES-9D	Electrical Systems (Electrical Details, Structure Installations)
ES-10	Electrical Systems (Isolux Diagrams)
ES-11	Electrical Systems (Foundation Installations)
ES-13A	Electrical Systems (Splicing Details)
ES-13B	Electrical Systems (Wiring Details and Fuse Ratings)

DEPARTMENT OF TRANSPORTATION

NOTICE TO CONTRACTORS

CONTRACT NO. 06-420504

06-Fre-180-39.6/43.9

Sealed proposals for the work shown on the plans entitled:

STATE OF CALIFORNIA; DEPARTMENT OF TRANSPORTATION; PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY IN FRESNO COUNTY NEAR MENDOTA FROM BELMONT AVENUE TO 0.5 KM EAST OF KINGS SLOUGH BRIDGE

will be received at the Department of Transportation, 1120 N Street, Room 0200, MS #26, Sacramento, CA 95814, until 2 o'clock p.m. on February 6, 2008, at which time they will be publicly opened and read in Room 0100 at the same address.

Proposal forms for this work are included in a separate book entitled:

STATE OF CALIFORNIA; DEPARTMENT OF TRANSPORTATION; PROPOSAL AND CONTRACT FOR CONSTRUCTION ON STATE HIGHWAY IN FRESNO COUNTY NEAR MENDOTA FROM BELMONT AVENUE TO 0.5 KM EAST OF KINGS SLOUGH BRIDGE

General work description: Shoulder widening and AC resurfacing.

Bidders are advised that, as required by federal law, the Department has established a statewide overall DBE goal. The Department is required to report to FHWA on DBE participation for all Federal-aid contracts each year so that attainment efforts may be evaluated. In order to ascertain whether the statewide overall DBE goal is being achieved, the Department is tracking DBE participation on all Federal-aid contracts.

No prebid meeting is scheduled for this project.

THIS PROJECT IS SUBJECT TO THE "BUY AMERICA" PROVISIONS OF THE SURFACE TRANSPORTATION ASSISTANCE ACT OF 1982 AS AMENDED BY THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991.

Bids are required for the entire work described herein.

At the time this contract is awarded, the Contractor shall possess either a Class A license or one of the following Class C licenses: C-12.

This contract is subject to state contract nondiscrimination and compliance requirements pursuant to Government Code, Section 12990.

Inquiries or questions based on alleged patent ambiguity of the plans, specifications or estimate must be communicated as a bidder inquiry prior to bid opening. Any such inquiries or questions, submitted after bid opening, will not be treated as a bid protest.

The Caltrans Central Region Construction Office is located at 855 M Street, Suite 200, Fresno, CA 93721. The District Duty Senior for this project can be reached at (559) 445-6360, or by fax at (559) 445-6445. The Department will consider bidder inquiries only when a completed "Bidder Inquiry" form is submitted. The "Bidder Inquiry" form is available on the Internet at:

http://www.dot.ca.gov/dist6/construction

To the extent feasible and at the discretion of the Department, completed "Bidder Inquiry" forms submitted for consideration will be investigated, and responses will be posted on the Internet at:

http://www.dot.ca.gov/dist6/construction

Project plans, special provisions, and proposal forms for bidding this project can only be obtained at the Department of Transportation, Plans and Bid Documents, Room 0200, MS #26, Transportation Building, 1120 N Street, Sacramento, California 95814, FAX No. (916) 654-7028, Telephone No. (916) 654-4490. Use FAX orders to expedite orders for project plans, special provisions and proposal forms. FAX orders must include credit card charge number, card expiration date and authorizing signature. Project plans, special provisions, and proposal forms may be seen at the above Department of Transportation office and at the offices of the District Directors of Transportation at Irvine, Oakland, and the district in which the work is situated. Standard Specifications and Standard Plans are available through the State of California, Department of Transportation, Publications Unit, 1900 Royal Oaks Drive, Sacramento, CA 95815, Telephone No. (916) 445-3520.

The successful bidder shall furnish a payment bond and a performance bond.

The Department of Transportation affirms that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full opportunity to submit bids in response to this invitation.

The U.S. Department of Transportation (USDOT) provides a toll-free "hotline" service to report bid rigging activities. Bid rigging activities can be reported Mondays through Fridays, between 8:00 a.m. and 5:00 p.m., eastern time, Telephone No. 1-800-424-9071. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the "hotline" to report these activities. The "hotline" is part of USDOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the USDOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

Pursuant to Section 1773 of the Labor Code, the general prevailing wage rates in the county, or counties, in which the work is to be done have been determined by the Director of the California Department of Industrial Relations. These wages are set forth in the General Prevailing Wage Rates for this project, available at the Labor Compliance Office at the offices of the District Director of Transportation for the district in which the work is situated, and available from the California Department of Industrial Relations' internet web site at: http://www.dir.ca.gov. The Federal minimum wage rates for this project as predetermined by the United States Secretary of Labor are available on the internet at http://www.dot.ca.gov/hq/esc/oe/federal-wages/. Addenda to modify the Federal minimum wage rates, if necessary, will be issued to holders of "Proposal and Contract" books. Future effective general prevailing wage rates which have been predetermined and are on file with the California Department of Industrial Relations are referenced but not printed in the general prevailing wage rates.

If there is a difference between the minimum wage rates predetermined by the United States Secretary of Labor and the general prevailing wage rates determined by the Director of the California Department of Industrial Relations for similar classifications of labor, the Contractor and subcontractors shall pay not less than the higher wage rate. The Department will not accept lower State wage rates not specifically included in the Federal minimum wage determinations. This includes "helper" (or other classifications based on hours of experience) or any other classification not appearing in the Federal wage determinations. Where Federal wage determinations do not contain the State wage rate determination otherwise available for use by the Contractor and subcontractors, the Contractor and subcontractors shall pay not less than the Federal minimum wage rate which most closely approximates the duties of the employees in question.

DEPARTMENT OF TRANSPORTATION

Deputy Director Transportation Engineering

Dated December 24, 2007

ASK

COPY OF ENGINEER'S ESTIMATE

(NOT TO BE USED FOR BIDDING PURPOSES)

06-420504

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
1	070012	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM
2	070018	TIME-RELATED OVERHEAD	WDAY	205
3 (S)	071325	TEMPORARY FENCE (TYPE ESA)	M	1240
4	073029	600 MM TEMPORARY CULVERT	M	51
5	073030	750 MM TEMPORARY CULVERT	M	53
6	074016	CONSTRUCTION SITE MANAGEMENT	LS	LUMP SUM
7	074019	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	LUMP SUM
8	074028	TEMPORARY FIBER ROLL	M	140
9	074032	TEMPORARY CONCRETE WASHOUT FACILITY	EA	4
10	074033	TEMPORARY CONSTRUCTION ENTRANCE	EA	2
11	074038	TEMPORARY DRAINAGE INLET PROTECTION	EA	4
12	074041	STREET SWEEPING	LS	LUMP SUM
13 (S)	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM
14 (S)	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM
15 (S)	120120	TYPE III BARRICADE	EA	42
16 (S)	120165	CHANNELIZER (SURFACE MOUNTED)	EA	140
17 (S)	128650	PORTABLE CHANGEABLE MESSAGE SIGN	LS	LUMP SUM
18 (S)	129000	TEMPORARY RAILING (TYPE K)	M	9220
19 (S)	129100	TEMPORARY CRASH CUSHION MODULE	EA	190
20 (S)	150606	REMOVE FENCE (TYPE BW)	M	1510

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
21 (S)	150662	REMOVE METAL BEAM GUARD RAILING	M	34
22 (S)	150704	REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE	M	5370
23 (S)	150714	REMOVE THERMOPLASTIC TRAFFIC STRIPE	M	4500
24 (S)	150715	REMOVE THERMOPLASTIC PAVEMENT MARKING	M2	9
25 (S)	150722	REMOVE PAVEMENT MARKER	EA	1410
26	150771	REMOVE ASPHALT CONCRETE DIKE	M	170
27	150805	REMOVE CULVERT	M	200
28	150821	REMOVE HEADWALL	EA	2
29	152602	MODIFY HEADWALL	EA	2
30	150857	REMOVE ASPHALT CONCRETE SURFACING	M2	1042
31 (S)	151272	SALVAGE METAL BEAM GUARD RAILING	M	200
32 (S)	151540	RECONSTRUCT CHAIN LINK FENCE	M	24
33 (S)	152379	RELOCATE FENCE	M	10
34 (S)	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	M2	7350
35	153214	REMOVE CONCRETE CURB	M	110
36	153225	PREPARE CONCRETE BRIDGE DECK SURFACE	M2	1617
37	157561	BRIDGE REMOVAL (PORTION), LOCATION A	LS	LUMP SUM
38	157562	BRIDGE REMOVAL (PORTION), LOCATION B	LS	LUMP SUM
39	157563	BRIDGE REMOVAL (PORTION), LOCATION C	LS	LUMP SUM
40	160101	CLEARING AND GRUBBING	LS	LUMP SUM

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
41	190101	ROADWAY EXCAVATION	M3	17 100
42	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM
43 (F)	192003	STRUCTURE EXCAVATION (BRIDGE)	M3	35
44 (F)	193003	STRUCTURE BACKFILL (BRIDGE)	M3	11
45	198001	IMPORTED BORROW	M3	29 300
46 (S)	203011	EROSION CONTROL (TYPE C)	HA	15
47 (S)	203026	MOVE-IN/MOVE-OUT (EROSION CONTROL)	EA	4
48	250201	CLASS 2 AGGREGATE SUBBASE	M3	6490
49	260201	CLASS 2 AGGREGATE BASE	M3	15 100
50	374206	SEAL RANDOM CRACKS	LNKM	9
51	390104	ASPHALT CONCRETE	TONN	31 900
52	394002	PLACE ASPHALT CONCRETE (MISCELLANEOUS AREA)	M2	680
53	394048	PLACE ASPHALT CONCRETE DIKE (TYPE E)	M	170
54	041153	FURNISH 380 MM P/C P/S CONCRETE PILING	M	705
55 (S)	041154	DRIVE 380 MM P/C P/S CONCRETE PILE	EA	40
56 (S)	490801	STEEL SHEET PILING	M2	56
57 (F)	510053	STRUCTURAL CONCRETE, BRIDGE	M3	245
58 (F)	510135	CLASS 2 CONCRETE (HEADWALL)	M3	43
59 (F)	510138	CLASS 2 CONCRETE (WINGWALLS)	M3	53
60 (F)	510413	CLASS 1 CONCRETE (BOX CULVERT)	M3	252

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
61 (F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	M3	10
62	510526	MINOR CONCRETE (BACKFILL)	M3	52
63	511106	DRILL AND BOND DOWEL	M	290
64	515041	FURNISH POLYESTER CONCRETE OVERLAY	M3	137
65 (F)	515042	PLACE POLYESTER CONCRETE OVERLAY	M2	1617
66 (S-F)	520102	BAR REINFORCING STEEL (BRIDGE)	KG	29 665
67 (S-F)	520107	BAR REINFORCING STEEL (BOX CULVERT)	KG	29 327
68	560238	FURNISH SINGLE SHEET ALUMINUM SIGN (1.6 MM-UNFRAMED)	M2	34
69	560239	FURNISH SINGLE SHEET ALUMINUM SIGN (2.0 MM-UNFRAMED)	M2	14
70	566011	ROADSIDE SIGN - ONE POST	EA	23
71	566012	ROADSIDE SIGN - TWO POST	EA	8
72	650069	450 MM REINFORCED CONCRETE PIPE	M	19
73	650075	600 MM REINFORCED CONCRETE PIPE	M	210
74	012839	900 MM REINFORCED CONCRETE PIPE (CLASS II, RUBBER GASKET JOINT)	M	30
75	705336	450 MM ALTERNATIVE FLARED END SECTION	EA	1
76	705337	600 MM ALTERNATIVE FLARED END SECTION	EA	2
77	719305	MANHOLE (TYPE A)	EA	1
78	721011	ROCK SLOPE PROTECTION (BACKING NO. 2, METHOD B)	M3	2.3
79	729010	ROCK SLOPE PROTECTION FABRIC	M2	6
80	731501	MINOR CONCRETE (CURB)	M	130

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
81 (S-F)	750001	MISCELLANEOUS IRON AND STEEL	KG	792
82 (S)	800007	FENCE (TYPE BW, 5 STRAND, METAL POST)	M	1520
83	810112	SURVEY MONUMENT (TYPE B)	EA	15
84	820107	DELINEATOR (CLASS 1)	EA	140
85	820110	MILEPOST MARKER	EA	12
86 (S)	832002	METAL BEAM GUARD RAILING (STEEL POST)	M	130
87 (S)	839541	TRANSITION RAILING (TYPE WB)	EA	12
88 (S)	839581	END ANCHOR ASSEMBLY (TYPE SFT)	EA	4
89 (S)	839584	ALTERNATIVE IN-LINE TERMINAL SYSTEM	EA	12
90 (F)	839720	CONCRETE BARRIER (TYPE 732)	M	275
91 (S)	840515	THERMOPLASTIC PAVEMENT MARKING	M2	73
92 (S)	840560	THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)	M	26 400
93 (S)	840561	100 MM THERMOPLASTIC TRAFFIC STRIPE	M	6310
94 (S)	840563	200 MM THERMOPLASTIC TRAFFIC STRIPE	M	120
95 (S)	840570	100 MM THERMOPLASTIC TRAFFIC STRIPE (BROKEN 10.98 M - 3.66 M)	M	1680
96 (S)	850111	PAVEMENT MARKER (RETROREFLECTIVE)	EA	2860
97 (S)	860403	HIGHWAY LIGHTING	LS	LUMP SUM
98 (S)	860761	LIGHTING CONDUIT (BRIDGE)	LS	LUMP SUM
99 (S)	860811	DETECTOR LOOP	LS	LUMP SUM
100	999990	MOBILIZATION	LS	LUMP SUM

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISIONS

Annexed to Contract No. 06-420504

SECTION 1. SPECIFICATIONS AND PLANS

The work embraced herein shall conform to the provisions in the Standard Specifications dated July 1999, and the Standard Plans dated July 2004, of the Department of Transportation insofar as the same may apply, and these special provisions.

In case of conflict between the Standard Specifications and these special provisions, the special provisions shall take precedence over and shall be used in lieu of the conflicting portions.

AMENDMENTS TO JULY 1999 STANDARD SPECIFICATIONS

UPDATED DECEMBER 7, 2007

SECTION 0: GLOBAL REVISIONS

Issue Date: August 17, 2007

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SECTION 1: DEFINITIONS AND TERMS

Issue Date: October 19, 2007

Section 1-1.01, "General," of the Standard Specifications is amended by adding the following:

- The Department is gradually changing the style and language of the specifications. The new style and language includes:

1. Use of:

    1.1. Imperative mood
    1.2. Introductory modifiers
    1.3. Conditional clauses

2. Elimination of:

    2.1. Language variations
    2.2. Definitions for industry-standard terms
    2.3. Redundant specifications
    2.4. Needless cross-references

- The use of this new style does not change the meaning of a specification not yet using this style.

- The specifications are written to the Bidder before award and the Contractor after. Before award, interpret sentences written in the imperative mood as starting with "The Bidder must" and interpret "you" as "the Bidder" and "your" as "the Bidder's." After award, interpret sentences written in the imperative mood as starting with "The Contractor must" and interpret "you" as "the Contractor" and "your" as "the Contractor's."
- Unless an object or activity is specified to be less than the total, the quantity or amount is all of the object or activity.
- All items in a list apply unless the items are specified as choices.
- Interpret terms as defined in the Contract documents. A term not defined in the Contract documents has the meaning defined in Means Illustrated Construction Dictionary, Condensed Version, Second Edition.

The 1st table in Section 1-1.02, "Abbreviations," of the Standard Specifications is amended by adding:

SSPC	The Society for Protective Coatings

Section 1, "Definitions and Terms," of the Standard Specifications is amended by adding the following sections:

1-1.082 BUSINESS DAY

- Day on the calendar except Saturday or holiday.

1-1.084 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

- The California Manual on Uniform Traffic Control Devices for Streets and Highways (California MUTCD) is issued by the Department of Transportation and is the Federal Highway Administration's MUTCD 2003 Edition, as amended for use in California. Part 6 of the California MUTCD, "Temporary Traffic Control," supersedes the Department's Manual of Traffic Controls.

1-1.125 DEDUCTION

- Amount of money permanently taken from progress payment and final payment. Deductions are cumulative and are not retentions under Pub Cont Code § 7107.

1-1.205 FEDERAL-AID CONTRACT

- Contract that has a Federal-aid project number on the cover of the Notice to Contractors and Special Provisions.

1-1.245 HOLIDAY

1. Every Sunday
2. January 1st, New Year's Day
3. 3rd Monday in January, Birthday of Martin Luther King, Jr.
4. February 12th, Lincoln's Birthday
5. 3rd Monday in February, Washington's Birthday
6. March 31st, Cesar Chavez Day
7. Last Monday in May, Memorial Day
8. July 4th, Independence Day
9. 1st Monday in September, Labor Day
10. 2nd Monday in October, Columbus Day
11. November 11th, Veterans Day
12. 4th Thursday in November, Thanksgiving Day
13. 4th Friday in November, Day after Thanksgiving Day
14. December 25th, Christmas Day

- If January 1st, February 12th, March 31st, July 4th, November 11th, or December 25th falls on a Sunday, the Monday following is a holiday. If November 11th falls on a Saturday, the preceding Friday is a holiday.

1-1.475 WITHHOLD

- Money temporarily or permanently taken from progress payment. Withholds are cumulative and are not retentions under Pub Cont Code § 7107.

Section 1-1.25, "Laboratory," of the Standard Specifications is amended to read:

1-1.25 LABORATORY

• The Division of Engineering Services - Materials Engineering and Testing Services and Division of Engineering Services - Geotechnical Services of the Department of Transportation, or established laboratories of the various Districts of the Department, or other laboratories authorized by the Department to test materials and work involved in the contract. When a reference is made in the specifications to the "Transportation Laboratory," the reference shall mean Division of Engineering Services - Materials Engineering and Testing Services and Division of Engineering Services - Geotechnical Services, located at 5900 Folsom Boulevard, Sacramento, CA 95819, Telephone (916) 227-7000.

Section 1-1.255, "Legal Holidays," of the Standard Specifications is deleted.

Section 1-1.265, "Manual of Traffic Controls," of the Standard Specifications is deleted.

Section 1-1.275, "Office of Structure Design," of the Standard Specifications is amended to read:

1-1.275 OFFICES OF STRUCTURE DESIGN

• The Offices of Structure Design of the Department of Transportation. When the specifications require working drawings to be submitted to the Offices of Structure Design, the drawings shall be submitted to: Offices of Structure Design, Documents Unit, Mail Station 9-4/4I, 1801 30th Street, Sacramento, CA 95816, Telephone (916) 227-8252.

Section 1-1.39, "State," of the Standard Specifications is amended to read:

1-1.39 STATE

• The State of California, including its agencies, departments, or divisions, whose conduct or action is related to the work.

SECTION 2: PROPOSAL REQUIREMENTS AND CONDITIONS

Issue Date: June 19, 2003

Section 2-1.03, "Examination of Plans, Specifications, Contract, and Site of Work," of the Standard Specifications is amended to read:

2-1.03 Examination of Plans, Specifications, Contract, and Site of Work

• The bidder shall examine carefully the site of the work contemplated, the plans and specifications, and the proposal and contract forms therefor. The submission of a bid shall be conclusive evidence that the bidder has investigated and is satisfied as to the general and local conditions to be encountered, as to the character, quality and scope of work to be performed, the quantities of materials to be furnished and as to the requirements of the proposal, plans, specifications and the contract.

• The submission of a bid shall also be conclusive evidence that the bidder is satisfied as to the character, quality and quantity of surface and subsurface materials or obstacles to be encountered insofar as this information was reasonably ascertainable from an inspection of the site and the records of exploratory work done by the Department as shown in the bid documents, as well as from the plans and specifications made a part of the contract.

• Where the Department has made investigations of site conditions including subsurface conditions in areas where work is to be performed under the contract, or in other areas, some of which may constitute possible local material sources, bidders or contractors may, upon written request, inspect the records of the Department as to those investigations subject to and upon the conditions hereinafter set forth.

• Where there has been prior construction by the Department or other public agencies within the project limits, records of the prior construction that are currently in the possession of the Department and which have been used by, or are known to, the designers and administrators of the project will be made available for inspection by bidders or contractors, upon written request, subject to the conditions hereinafter set forth. The records may include, but are not limited to, as-built drawings, design calculations, foundation and site studies, project reports and other data assembled in connection with the investigation, design, construction and maintenance of the prior projects.

• Inspection of the records of investigations and project records may be made at the office of the district in which the work is situated, or in the case of records of investigations related to structure work, at the Transportation Laboratory in Sacramento, California.

- When a log of test borings or other record of geotechnical data obtained by the Department's investigation of surface and subsurface conditions is included with the contract plans, it is furnished for the bidders' or Contractor's information and its use shall be subject to the conditions and limitations set forth in this Section 2-1.03.
- In some instances, information considered by the Department to be of possible interest to bidders or contractors has been compiled as "Materials Information." The use of the "Materials Information" shall be subject to the conditions and limitations set forth in this Section 2-1.03 and Section 6-2, "Local Materials."
- When cross sections are not included with the plans, but are available, bidders or contractors may inspect the cross sections and obtain copies for their use, at their expense.
- When cross sections are included with the contract plans, it is expressly understood and agreed that the cross sections do not constitute part of the contract, do not necessarily represent actual site conditions or show location, character, dimensions and details of work to be performed, and are included in the plans only for the convenience of bidders and their use is subject to the conditions and limitations set forth in this Section 2-1.03.
- When contour maps were used in the design of the project, the bidders may inspect those maps, and if available, they may obtain copies for their use.
- The availability or use of information described in this Section 2-1.03 is not to be construed in any way as a waiver of the provisions of the first paragraph in this Section 2-1.03 and bidders and contractors are cautioned to make independent investigations and examinations as they deem necessary to be satisfied as to conditions to be encountered in the performance of the work and, with respect to possible local material sources, the quality and quantity of material available from the property and the type and extent of processing that may be required in order to produce material conforming to the requirements of the specifications.
- The Department assumes no responsibility for conclusions or interpretations made by a bidder or contractor based on the information or data made available by the Department. The Department does not assume responsibility for representation made by its officers or agents before the execution of the contract concerning surface or subsurface conditions, unless that representation is expressly stated in the contract.
- No conclusions or interpretations made by a bidder or contractor from the information and data made available by the Department will relieve a bidder or contractor from properly fulfilling the terms of the contract.

SECTION 3: AWARD AND EXECUTION OF CONTRACT

Issue Date: August 17, 2007

Section 3, "Award and Execution of Contract," of the Standard Specifications is amended by adding the following section after Section 3-1.02, "Contract Bonds":

3-1.025 INSURANCE POLICIES

- The successful bidder shall submit:

1. Copy of its commercial general liability policy and its excess policy or binder until such time as a policy is available, including the declarations page, applicable endorsements, riders, and other modifications in effect at the time of contract execution. Standard ISO form No. CG 0001 or similar exclusions are allowed if not inconsistent with Section 7-1.12, "Indemnification and Insurance." Allowance of additional exclusions is at the discretion of the Department.
2. Certificate of insurance showing all other required coverages. Certificates of insurance, as evidence of required insurance for the auto liability and any other required policy, shall set forth deductible amounts applicable to each policy and all exclusions that are added by endorsement to each policy. The evidence of insurance shall provide that no cancellation, lapse, or reduction of coverage will occur without 10 days prior written notice to the Department.
3. A declaration under the penalty of perjury by a certified public accountant certifying the accountant has applied Generally Accepted Accounting Principles (GAAP) guidelines confirming the successful bidder has sufficient funds and resources to cover any self-insured retentions if the self-insured retention is $50 000 or higher.

- If the successful bidder uses any form of self-insurance for workers compensation in lieu of an insurance policy, it shall submit a certificate of consent to self-insure in accordance with the provisions of Section 3700 of the Labor Code.

Section 3-1.03, "Execution of Contract," of the Standard Specifications is amended to read:

3-1.03 EXECUTION OF CONTRACT

- The contract shall be signed by the successful bidder and returned, together with the contract bonds and the documents identified in Section 3-1.025, "Insurance Policies," within 10 business days of receiving the contract for execution.

Section 3-1.04, "Failure to Execute Contract," of the Standard Specifications is amended to read:

3-1.04 FAILURE TO EXECUTE CONTRACT

- Failure of the lowest responsible bidder, the second lowest responsible bidder, or the third lowest responsible bidder to execute the contract as required in Section 3-1.03, "Execution of Contract," within 10 business days of receiving the contract for execution shall be just cause for the forfeiture of the proposal guaranty. The successful bidder may file with the Department a written notice, signed by the bidder or the bidder's authorized representative, specifying that the bidder will refuse to execute the contract if it is presented. The filing of this notice shall have the same force and effect as the failure of the bidder to execute the contract and furnish acceptable bonds within the time specified.

Section 3-1.05, "Return of Proposal Guaranties," of the Standard Specifications is amended to read:

3-1.05 RETURN OF PROPOSAL GUARANTIES

- The Department keeps the proposal guaranties of the 1st, 2nd and 3rd lowest responsible bidders until the contract has been executed. The other bidders' guaranties, other than bidders' bonds, are returned upon determination of the 1st, 2nd, and 3rd apparent lowest bidders, and their bidders' bonds are of no further effect.

SECTION 4: SCOPE OF WORK

Issue Date: August 17, 2007

Section 4-1.01, "Intent of Plans and Specifications," of the Standard Specifications is amended by adding the following:

- Nothing in the specifications voids the Contractor's public safety responsibilities.

SECTION 5: CONTROL OF WORK

Issue Date: October 19, 2007

Section 5, "Control of Work," of the Standard Specifications is amended by adding the following sections:

5-1.005 GENERAL

- Failure to comply with any specification part is a breach of the contract and a waiver of your right to time or payment adjustment.
- After contract approval, submit documents and direct questions to the Engineer. Orders, approvals, and requests to the Contractor are by the Engineer.
- The Engineer furnishes the following in writing:

1. Approvals
2. Notifications
3. Orders

- The Contractor must furnish the following in writing:

1. Assignments
2. Notifications
3. Proposals
4. Requests, sequentially numbered
5. Subcontracts
6. Test results

- The Department rejects a form if it has any error or any omission.

- Convert foreign language documents to English.
- Use contract administration forms available at the Department's Web site.
- If the last day for submitting a document falls on a Saturday or holiday, it may be submitted on the next business day with the same effect as if it had been submitted on the day specified.

5-1.015 RECORD RETENTION, INSPECTION, COPYING, AND AUDITING

- Retain project records and make them available for inspection, copying, and auditing by State representatives from bid preparation through:

1. Final payment
2. Resolution of claims, if any

- For at least 3 years after the later of these, retain and make available for inspection, copying, and auditing cost records by State representatives including:

1. Records pertaining to bid preparation
2. Overhead
3. Payroll records and certified payroll
4. Payments to suppliers and subcontractors
5. Cost accounting records
6. Records of subcontractors and suppliers

- Maintain the records in an organized way in the original format, electronic and hard copy, conducive to professional review and audit.
- Before contract acceptance, the State representative notifies the Contractor, subcontractor, or supplier 5 days before inspection, copying, or auditing.
- If an audit is to start more than 30 days after contract acceptance, the State representative notifies the Contractor, subcontractor, or supplier when the audit is to start.

Section 5-1.01, "Authority of Engineer," of the Standard Specifications is amended by adding:

- Failure to enforce a contract provision does not waive enforcement of any contract provision.

Section 5-1.02A, "Trench Excavation Safety Plans," of the Standard Specifications is amended to read:

5-1.02A Excavation Safety Plans

- The Construction Safety Orders of the Division of Occupational Safety and Health shall apply to all excavations. For all excavations 1.5 m or more in depth, the Contractor shall submit to the Engineer a detailed plan showing the design and details of the protective systems to be provided for worker protection from the hazard of caving ground during excavation. The detailed plan shall include any tabulated data and any design calculations used in the preparation of the plan. Excavation shall not begin until the detailed plan has been reviewed and approved by the Engineer.
- Detailed plans of protective systems for which the Construction Safety Orders require design by a registered professional engineer shall be prepared and signed by an engineer who is registered as a Civil Engineer in the State of California, and shall include the soil classification, soil properties, soil design calculations that demonstrate adequate stability of the protective system, and any other design calculations used in the preparation of the plan.
- No plan shall allow the use of a protective system less effective than that required by the Construction Safety Orders.
- If the detailed plan includes designs of protective systems developed only from the allowable configurations and slopes, or Appendices, contained in the Construction Safety Orders, the plan shall be submitted at least 5 days before the Contractor intends to begin excavation. If the detailed plan includes designs of protective systems developed from tabulated data, or designs for which design by a registered professional engineer is required, the plan shall be submitted at least 3 weeks before the Contractor intends to begin excavation.
- Attention is directed to Section 7-1.01E, "Trench Safety."

Section 5-1.04, "Coordination and Interpretation of Plans, Standard Specifications, and Special Provisions," of the Standard Specifications is amended to read:

5-1.04 CONTRACT COMPONENTS

- A component in one contract part applies as if appearing in each. The parts are complementary and describe and provide for a complete work.
- If a discrepancy exists:

1. The governing ranking of contract parts in descending order is:

    1.1. Special provisions
    1.2. Project plans
    1.3. Revised Standard Plans
    1.4. Standard Plans
    1.5. Amendments to the Standard Specifications
    1.6. Standard Specifications
    1.7. Project information

2. Written numbers and notes on a drawing govern over graphics
3. A detail drawing governs over a general drawing
4. A detail specification governs over a general specification
5. A specification in a section governs over a specification referenced by that section

- If a discrepancy is found or confusion arises, request correction or clarification.

Section 5-1.07, "Lines and Grades," of the Standard Specifications is replaced with the following:

5-1.07 LINES AND GRADES

- The Engineer places stakes and marks under Chapter 12, "Construction Surveys," of the Department's Surveys Manual.
- Submit your request for Department-furnished stakes:

1. On a Request for Construction Stakes form. Ensure:

    1.1. Requested staking area is ready for stakes
    1.2. You use the stakes in a reasonable time

2. A reasonable time before starting an activity using the stakes

- Establish priorities for stakes and note priorities on the request.
- Preserve stakes and marks placed by the Engineer. If the stakes or marks are destroyed, the Engineer replaces them at the Engineer's earliest convenience and deducts the cost.

SECTION 6: CONTROL OF MATERIALS

Issue Date: August 17, 2007

Section 6-1.05, "Trade Names and Alternatives," of the Standard Specifications is amended to read:

6-1.05 Specific Brand or Trade Name and Substitution

- A reference to a specific brand or trade name establishes a quality standard and is not intended to limit competition. You may use a product that is equal to or better than the specified brand or trade name if approved.
- Submit a substitution request within a time period that:

1. Follows Contract award
2. Allows 30 days for review
3. Causes no delay

- Include substantiating data with the substitution request that proves the substitution:

1. Is of equal or better quality and suitability
2. Causes no delay in product delivery and installation

Section 6, "Control of Materials," of the Standard Specifications is amended by adding the following sections:

6-1.085 BUY AMERICA (23 CFR 635.410)

- For a Federal-aid contract, furnish steel and iron materials to be incorporated into the work that are produced in the United States except:

1. Foreign pig iron and processed, pelletized, and reduced iron ore may be used in the domestic production of the steel and iron materials [60 Fed Reg 15478 (03/24/1995)]
2. If the total combined cost of the materials does not exceed the greater of 0.1 percent of the total bid or $2 500, material produced outside the United States may be used

- Production includes:

1. Processing steel and iron materials, including smelting or other processes that alter the physical form or shape (such as rolling, extruding, machining, bending, grinding, and drilling) or chemical composition
2. Coating application, including epoxy coating, galvanizing, and painting, that protects or enhances the value of steel and iron materials

- For steel and iron materials to be incorporated into the work, submit a Certificate of Compliance under Section 6-1.07, "Certificates of Compliance," of the Standard Specifications that certifies all production processes occurred in the United States except for the above exceptions.

6-1.087 BUY AMERICA (PUB RES CODE § 42703(d))

- Furnish crumb rubber to be incorporated into the work that is produced in the United States and is derived from waste tires taken from vehicles owned and operated in the United States.
- For crumb rubber to be incorporated into the work, submit a Certificate of Compliance under Section 6-1.07, "Certificates of Compliance," of the Standard Specifications that certifies only crumb rubber manufactured in the United States and derived from waste tires taken from vehicles owned and operated in the United States is used.

The 7th and 8th paragraph of Section 6-2.01, "General," of the Standard Specifications are amended to read:

- Upon the Contractor's written request, the Department tests materials from an untested local source. If satisfactory material from that source is used in the work, the Department does not charge the Contractor for the tests; otherwise, the Department deducts the test cost.

The 2nd sentence of the 7th paragraph of Section 6-2.02, "Possible Local Material Sources," of the Standard Specifications is amended to read:

- The Department deducts the charges for the removed material.

SECTION 7: LEGAL RELATIONS AND RESPONSIBILITY

Issue Date: August 17, 2007

Section 7-1.01, "Laws To Be Observed," of the Standard Specifications is amended to read:

7-1.01 LAWS TO BE OBSERVED

- Comply with laws, orders, decrees, and permits. Indemnify and defend the State against any claim or liability arising from the violation of a law, order, decree, or permit by you or your employees. Immediately report to the Engineer in writing a discrepancy or inconsistency between the contract and a law, order, decree, or permit.

The 3rd listed requirement of the 1st paragraph of Section 7-1.01A(2), "Prevailing Wage," of the Standard Specifications is amended to read:

3. Upon becoming aware of the subcontractor's failure to pay the specified prevailing rate of wages to the subcontractor's workers, the Contractor must diligently take corrective action to stop or rectify the failure, including withholding sufficient funds due the subcontractor for work performed on the public works project.

The 2nd paragraph of Section 7-1.01A(2), "Prevailing Wage," of the Standard Specifications is amended to read:

• Pursuant to Section 1775 of the Labor Code, the Division of Labor Standards Enforcement must notify the Contractor on a public works project within 15 days of the receipt by the Division of Labor Standards Enforcement of a complaint of the failure of a subcontractor on that public works project to pay workers the general prevailing rate of per diem wages. If the Division of Labor Standards Enforcement determines that employees of a subcontractor were not paid the general prevailing rate of per diem wages and if the Department did not withhold sufficient money under the contract to pay those employees the balance of wages owed under the general prevailing rate of per diem wages, the Contractor must withhold an amount of moneys due the subcontractor sufficient to pay those employees the general prevailing rate of per diem wages if requested by the Division of Labor Standards Enforcement. The Contractor must pay any money withheld from and owed to a subcontractor upon receipt of notification by the Division of Labor Standards Enforcement that the wage complaint has been resolved. If notice of the resolution of the wage complaint has not been received by the Contractor within 180 days of the filing of a valid notice of completion or acceptance of the public works project, whichever occurs later, the Contractor must pay all moneys withheld from the subcontractor to the Department. The Department withholds these moneys pending the final decision of an enforcement action.

The 2nd paragraph of Section 7-1.01A(3), "Payroll Records," of the Standard Specifications is amended to read:

• The Department withholds the penalties specified in subdivision (g) of Labor Code § 1776 for noncompliance with the requirements in Section 1776.

The 4th paragraph of Section 7-1.01A(3), "Payroll Records," of the Standard Specifications is amended to read:

• The Department withholds for delinquent or inadequate payroll records (Labor Code § 1771.5). If the Contractor has not submitted an adequate payroll record by the month's 15th day for the period ending on or before the 1st of that month, the Department withholds 10 percent of the monthly progress estimate, exclusive of mobilization. The Department does not withhold more than $10 000 or less than $1000.

The 5th paragraph of Section 7-1.01A(3), "Payroll Records," of the Standard Specifications is deleted.

The eighth paragraph of Section 7-1.09, "Public Safety," of the Standard Specifications is amended to read:

• Signs, lights, flags, and other warning and safety devices and their use shall conform to the requirements set forth in Part 6 of the California MUTCD. Signs or other protective devices furnished and erected by the Contractor, at the Contractor's expense, as above provided, shall not obscure the visibility of, nor conflict in intent, meaning and function of either existing signs, lights and traffic control devices or any construction area signs and traffic control devices for which furnishing of, or payment for, is provided elsewhere in the specifications. Signs furnished and erected by the Contractor, at the Contractor's expense, shall be approved by the Engineer as to size, wording and location.

The fourteenth paragraph of Section 7-1.09, "Public Safety," of the Standard Specifications is amended to read:

• The Contractor shall notify the Engineer not less than 18 days and no more than 90 days prior to the anticipated start of an operation that will change the vertical or horizontal clearance available to public traffic (including shoulders).

The sixteenth paragraph of Section 7-1.09, "Public Safety," of the Standard Specifications is amended to read:

• When vertical clearance is temporarily reduced to 4.72 m or less, low clearance warning signs shall be placed in accordance with Part 2 of the California MUTCD and as directed by the Engineer. Signs shall conform to the dimensions, color, and legend requirements of the California MUTCD and these specifications except that the signs shall have black letters and numbers on an orange retroreflective background. W12-2P signs shall be illuminated so that the signs are clearly visible.

Section 7-1.01A(6), "Workers' Compensation," of the Standard Specifications is amended to read:

7-1.101A(6) (Blank)

The last sentence of the 2nd paragraph of Section 7-1.11, "Preservation of Property," of the Standard Specifications is amended to read:

- The cost of the repairs must be borne by the Contractor and will be deducted.

Section 7-1.12, "Indemnification and Insurance," of the Standard Specifications is amended to read:

7-1.12 INDEMNIFICATION AND INSURANCE

- The Contractor's obligations regarding indemnification of the State of California and the requirements for insurance shall conform to the provisions in Section 3-1.025, "Insurance Policies," and Sections 7-1.12A, "Indemnification," and 7-1.12B, "Insurance," of this Section 7-1.12.

7-1.12A Indemnification

- The Contractor shall defend, indemnify, and save harmless the State, including its officers, employees, and agents (excluding agents who are design professionals) from any and all claims, demands, causes of action, damages, costs, expenses, actual attorneys' fees, losses or liabilities, in law or in equity (Section 7-1.12A Claims) arising out of or in connection with the Contractor's performance of this contract for:

1. Bodily injury including, but not limited to, bodily injury, sickness or disease, emotional injury or death to persons, including, but not limited to, the public, any employees or agents of the Contractor, the State, or any other contractor; and
2. Damage to property of anyone including loss of use thereof; caused or alleged to be caused in whole or in part by any negligent or otherwise legally actionable act or omission of the Contractor or anyone directly or indirectly employed by the Contractor or anyone for whose acts the Contractor may be liable.

- Except as otherwise provided by law, these requirements apply regardless of the existence or degree of fault of the State. The Contractor is not obligated to indemnify the State for Claims arising from conduct delineated in Civil Code Section 2782 and to Claims arising from any defective or substandard condition of the highway that existed at or before the start of work, unless this condition has been changed by the work or the scope of the work requires the Contractor to maintain existing highway facilities and the Claim arises from the Contractor's failure to maintain. The Contractor's defense and indemnity obligation shall extend to Claims arising after the work is completed and accepted if the Claims are directly related to alleged acts or omissions by the Contractor that occurred during the course of the work. State inspection is not a waiver of full compliance with these requirements.
- The Contractor's obligation to defend and indemnify shall not be excused because of the Contractor's inability to evaluate liability or because the Contractor evaluates liability and determine that the Contractor is not liable. The Contractor shall respond within 30 days to the tender of any Claim for defense and indemnity by the State, unless this time has been extended by the State. If the Contractor fails to accept or reject a tender of defense and indemnity within 30 days, in addition to any other remedy authorized by law, the Department may withhold such funds the State reasonably considers necessary for its defense and indemnity until disposition has been made of the Claim or until the Contractor accepts or rejects the tender of defense, whichever occurs first.
- With respect to third-party claims against the Contractor, the Contractor waives all rights of any type to express or implied indemnity against the State, its officers, employees, or agents (excluding agents who are design professionals).
- Nothing in the Contract is intended to establish a standard of care owed to any member of the public or to extend to the public the status of a third-party beneficiary for any of these indemnification specifications.

7-1.12B Insurance

7-1.12B(1) General

- Nothing in the contract is intended to establish a standard of care owed to any member of the public or to extend to the public the status of a third-party beneficiary for any of these insurance specifications.

7-1.12B(2) Casualty Insurance

- The Contractor shall procure and maintain insurance on all of its operations with companies acceptable to the State as follows:

1. The Contractor shall keep all insurance in full force and effect from the beginning of the work through contract acceptance.
2. All insurance shall be with an insurance company with a rating from A.M. Best Financial Strength Rating of A- or better and a Financial Size Category of VII or better.
3. The Contractor shall maintain completed operations coverage with a carrier acceptable to the State through the expiration of the patent deficiency in construction statute of repose set forth in Code of Civil Procedure Section 337.1.

7-1.12B(3) Workers' Compensation and Employer's Liability Insurance

- In accordance with Labor Code Section 1860, the Contractor shall secure the payment of worker's compensation in accordance with Labor Code Section 3700.
- In accordance with Labor Code Section 1861, the Contractor shall submit to the Department the following certification before performing the work:

> I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract.

- Contract execution constitutes certification submittal.
- The Contractor shall provide Employer's Liability Insurance in amounts not less than:

1. $1 000 000 for each accident for bodily injury by accident
2. $1 000 000 policy limit for bodily injury by disease
3. $1 000 000 for each employee for bodily injury by disease

- If there is an exposure of injury to the Contractor's employees under the U.S. Longshoremen's and Harbor Workers' Compensation Act, the Jones Act, or under laws, regulations, or statutes applicable to maritime employees, coverage shall be included for such injuries or claims.

7-1.12B(4) Liability Insurance

7-1.12B(4)(a) General

- The Contractor shall carry General Liability and Umbrella or Excess Liability Insurance covering all operations by or on behalf of the Contractor providing insurance for bodily injury liability and property damage liability for the following limits and including coverage for:

1. Premises, operations, and mobile equipment
2. Products and completed operations
3. Broad form property damage (including completed operations)
4. Explosion, collapse, and underground hazards
5. Personal injury
6. Contractual liability

7-1.12B(4)(b) Liability Limits/Additional Insureds

- The limits of liability shall be at least the amounts shown in the following table:

Total Bid	For Each Occurrence[1]	Aggregate for Products/Completed Operation	General Aggregate[2]	Umbrella or Excess Liability[3]
≤$1 000 000	$1 000 000	$2 000 000	$2 000 000	$5 000 000
>$1 000 000 ≤$5 000 000	$1 000 000	$2 000 000	$2 000 000	$10 000 000
>$5 000 000 ≤$25 000 000	$2 000 000	$2 000 000	$4 000 000	$15 000 000
>$25 000 000	$2 000 000	$2 000 000	$4 000 000	$25 000 000

1. Combined single limit for bodily injury and property damage.
2. This limit shall apply separately to the Contractor's work under this contract.
3. The umbrella or excess policy shall contain a clause stating that it takes effect (drops down) in the event the primary limits are impaired or exhausted.

• The Contractor shall not require certified Small Business subcontractors to carry Liability Insurance that exceeds the limits in the table above. Notwithstanding the limits specified herein, at the option of the Contractor, the liability insurance limits for certified Small Business subcontractors of any tier may be less than those limits specified in the table. For Small Business subcontracts, "Total Bid" shall be interpreted as the amount of subcontracted work to a certified Small Business.

• The State, including its officers, directors, agents (excluding agents who are design professionals), and employees, shall be named as additional insureds under the General Liability and Umbrella Liability Policies with respect to liability arising out of or connected with work or operations performed by or on behalf of the Contractor under this contract. Coverage for such additional insureds does not extend to liability:

1. Arising from any defective or substandard condition of the roadway which existed at or before the time the Contractor started work, unless such condition has been changed by the work or the scope of the work requires the Contractor to maintain existing roadway facilities and the claim arises from the Contractor's failure to maintain;
2. For claims occurring after the work is completed and accepted unless these claims are directly related to alleged acts or omissions of the Contractor that occurred during the course of the work; or
3. To the extent prohibited by Insurance Code Section 11580.04

• Additional insured coverage shall be provided by a policy provision or by an endorsement providing coverage at least as broad as Additional Insured (Form B) endorsement form CG 2010, as published by the Insurance Services Office (ISO), or other form designated by the Department.

7-1.12B(4)(c) Contractor's Insurance Policy is Primary

• The policy shall stipulate that the insurance afforded the additional insureds applies as primary insurance. Any other insurance or self-insurance maintained by the State is excess only and shall not be called upon to contribute with this insurance.

7-1.12B(5) Automobile Liability Insurance

• The Contractor shall carry automobile liability insurance, including coverage for all owned, hired, and nonowned automobiles. The primary limits of liability shall be not less than $1 000 000 combined single limit each accident for bodily injury and property damage. The umbrella or excess liability coverage required under Section 7-1.12B(4)(b) also applies to automobile liability.

7-1.12B(6) Policy Forms, Endorsements, and Certificates

• The Contractor shall provide its General Liability Insurance under Commercial General Liability policy form No. CG0001 as published by the Insurance Services Office (ISO) or under a policy form at least as broad as policy form No. CG0001.

7-1.12B(7) Deductibles

• The State may expressly allow deductible clauses, which it does not consider excessive, overly broad, or harmful to the interests of the State. Regardless of the allowance of exclusions or deductions by the State, the Contractor is responsible for any deductible amount and shall warrant that the coverage provided to the State is in accordance with Section 7-1.12B, "Insurance."

7-1.12B(8) Enforcement

- The Department may assure the Contractor's compliance with its insurance obligations. Ten days before an insurance policy lapses or is canceled during the contract period, the Contractor shall submit to the Department evidence of renewal or replacement of the policy.
- If the Contractor fails to maintain any required insurance coverage, the Department may maintain this coverage and withhold or charge the expense to the Contractor or terminate the Contractor's control of the work in accordance with Section 8-1.08, "Termination of Control."
- The Contractor is not relieved of its duties and responsibilities to indemnify, defend, and hold harmless the State, its officers, agents, and employees by the Department's acceptance of insurance policies and certificates.
- Minimum insurance coverage amounts do not relieve the Contractor for liability in excess of such coverage, nor do they preclude the State from taking other actions available to it, including the withholding of funds under this contract.

7-1.12B(9) Self-Insurance

- Self-insurance programs and self-insured retentions in insurance policies are subject to separate annual review and approval by the State.
- If the Contractor uses a self-insurance program or self-insured retention, the Contractor shall provide the State with the same protection from liability and defense of suits as would be afforded by first-dollar insurance. Execution of the contract is the Contractor's acknowledgement that the Contractor will be bound by all laws as if the Contractor were an insurer as defined under Insurance Code Section 23 and that the self-insurance program or self-insured retention shall operate as insurance as defined under Insurance Code Section 22.

SECTION 8: PROSECUTION AND PROGRESS

Issue Date: August 17, 2007

The 2nd paragraph of Section 8-1.02, "Assignment," of the Standard Specifications is amended to read:

- If the Contractor assigns the right to receive contract payments, the Department accepts the assignment upon the Engineer's receipt of a notice. Assigned payments remain subject to deductions and withholds described in the contract. The Department may use withheld payments for work completion whether payments are assigned or not.

SECTION 9: MEASUREMENT AND PAYMENT

Issue Date: August 17, 2007

The last sentence of the 1st paragraph of Section 9-1.02, "Scope of Payment," of the Standard Specifications is amended to read:

- Neither the payment of any estimate nor of any retained percentage or withhold relieves the Contractor of any obligation to make good any defective work or material.

The third paragraph of Section 9-1.03, "Work Performed by Contractor," of the Standard Specifications is amended to read:

- The above markups shall constitute full compensation for all delay costs, overhead costs and profit which shall be deemed to include all items of expense not specifically designated as cost or equipment rental in Sections 9-1.03A(1), "Labor," 9-1.03A(2), "Materials," and 9-1.03A(3), "Equipment Rental." The total payment made as provided above shall be deemed to be the actual cost of the work and shall constitute full compensation therefor.

The 6th paragraph of Section 9-1.03C, "Records," of the Standard Specifications is deleted.

Section 9-1.04, "Notice of Potential Claim," of the Standard Specifications is amended to read:

9-1.04 NOTICE OF POTENTIAL CLAIM

- It is the intention of this section that disputes between the parties arising under and by virtue of the contract be brought to the attention of the Engineer at the earliest possible time in order that the matters may be resolved, if possible, or other appropriate action promptly taken.

- Disputes will not be considered unless the Contractor has first complied with specified notice or protest requirements, including Section 4-1.03, "Changes," Section 5-1.116, "Differing Site Conditions," Section 8-1.06, "Time of Completion," Section 8-1.07, "Liquidated Damages," and Section 8-1.10, "Utility and Non-Highway Facilities."
- For disputes arising under and by virtue of the contract, including an act or failure to act by the Engineer, the Contractor shall provide a signed written initial notice of potential claim to the Engineer within 5 days from the date the dispute first arose. The initial notice of potential claim shall provide the nature and circumstances involved in the dispute which shall remain consistent through the dispute. The initial notice of potential claim shall be submitted on Form CEM-6201A furnished by the Department and shall be certified with reference to the California False Claims Act, Government Code Sections 12650-12655. The Contractor shall assign an exclusive identification number for each dispute, determined by chronological sequencing, based on the date of the dispute.
- The exclusive identification number for each dispute shall be used on the following corresponding documents:

1. Initial notice of potential claim
2. Supplemental notice of potential claim
3. Full and final documentation of potential claim
4. Corresponding claim included in the Contractor's written statement of claims

- The Contractor shall provide the Engineer the opportunity to examine the site of work within 5 days from the date of the initial notice of potential claim. The Contractor shall proceed with the performance of contract work unless otherwise specified or directed by the Engineer.
- Throughout the disputed work, the Contractor shall maintain records that provide a clear distinction between the incurred direct costs of disputed work and that of undisputed work. The Contractor shall allow the Engineer access to the Contractor's project records deemed necessary by the Engineer to evaluate the potential claim within 20 days of the date of the Engineer's written request.
- Within 15 days of submitting the initial notice of potential claim, the Contractor shall provide a signed supplemental notice of potential claim to the Engineer that provides the following information:

1. The complete nature and circumstances of the dispute which caused the potential claim
2. The contract provisions that provide the basis of claim
3. The estimated cost of the potential claim, including an itemized breakdown of individual costs and how the estimate was determined
4. A time impact analysis of the project schedule that illustrates the effect on the scheduled completion date due to schedule changes or disruptions where a request for adjustment of contract time is made

- The information provided in items 1 and 2 above shall provide the Contractor's complete reasoning for additional compensation or adjustments.
- The supplemental notice of potential claim shall be submitted on Form CEM-6201B furnished by the Department and shall be certified with reference to the California False Claims Act, Government Code Sections 12650-12655. The Engineer will evaluate the information presented in the supplemental notice of potential claim and provide a written response to the Contractor within 20 days of its receipt. If the estimated cost or effect on the scheduled completion date changes, the Contractor shall update information in items 3 and 4 above as soon as the change is recognized and submit this information to the Engineer.
- Within 30 days of the completion of work related to the potential claim, the Contractor shall provide the full and final documentation of potential claim to the Engineer that provides the following information:

1. A detailed factual narration of events fully describing the nature and circumstances that caused the dispute, including, but not limited to, necessary dates, locations, and items of work affected by the dispute
2. The specific provisions of the contract that support the potential claim and a statement of the reasons these provisions support and provide a basis for entitlement of the potential claim
3. When additional monetary compensation is requested, the exact amount requested calculated in conformance with Section 9-1.03, "Force Account Payment," or Section 8-1.09, "Right of Way Delays," including an itemized breakdown of individual costs. These costs shall be segregated into the following cost categories:

    3.1. Labor – A listing of individuals, classifications, regular hours and overtime hours worked, dates worked, and other pertinent information related to the requested reimbursement of labor costs
    3.2. Materials – Invoices, purchase orders, location of materials either stored or incorporated into the work, dates materials were transported to the project or incorporated into the work, and other pertinent information related to the requested reimbursement of material costs

3.3. Equipment – Listing of detailed description (make, model, and serial number), hours of use, dates of use and equipment rates. Equipment rates shall be at the applicable State rental rate as listed in the Department of Transportation publication entitled "Labor Surcharge and Equipment Rental Rates," in effect when the affected work related to the dispute was performed.
3.4. Other categories as specified by the Contractor or the Engineer

4. When an adjustment of contract time is requested the following information shall be provided:

4.1. The specific dates for which contract time is being requested
4.2. The specific reasons for entitlement to a contract time adjustment
4.3. The specific provisions of the contract that provide the basis for the requested contract time adjustment
4.4. A detailed time impact analysis of the project schedule. The time impact analysis shall show the effect of changes or disruptions on the scheduled completion date to demonstrate entitlement to a contract time adjustment.

5. The identification and copies of the Contractor's documents and the substance of oral communications that support the potential claim

• The full and final documentation of the potential claim shall be submitted on Form CEM-6201C furnished by the Department and shall be certified with reference to the California False Claims Act, Government Code Sections 12650-12655.

• Pertinent information, references, arguments, and data to support the potential claim shall be included in the full and final documentation of potential claim. Information submitted subsequent to the full and final documentation submittal will not be considered. Information required in the full and final documentation of potential claim, as listed in items 1 to 5 above, that is not applicable to the dispute may be exempted as determined by the Engineer. No full and final documentation of potential claim will be considered that does not have the same nature and circumstances, and basis of claim as those specified on the initial and supplemental notices of potential claim.

• The Engineer will evaluate the information presented in the full and final documentation of potential claim and provide a written response to the Contractor within 30 days of its receipt unless otherwise specified. The Engineer's receipt of the full and final documentation of potential claim shall be evidenced by postal receipt or the Engineer's written receipt if delivered by hand. If the full and final documentation of potential claim is submitted by the Contractor after acceptance of the work by the Director, the Engineer need not provide a written response.

• Provisions in this section shall not apply to those claims for overhead costs and administrative disputes that occur after issuance of the proposed final estimate. Administrative disputes are disputes of administrative deductions or withholds, contract item quantities, contract item adjustments, interest payments, protests of contract change orders as provided in Section 4-1.03A, "Procedure and Protest," and protests of the Weekly Statement of Working Days as provided in Section 8-1.06, "Time of Completion." Administrative disputes that occur prior to issuance of the proposed final estimate shall follow applicable requirements of this section. Information listed in the supplemental notice and full and final documentation of potential claim that is not applicable to the administrative dispute may be exempted as determined by the Engineer.

• Unless otherwise specified in the special provisions, the Contractor may pursue the administrative claim process pursuant to Section 9-1.07B, "Final Payment and Claims," for any potential claim found by the Engineer to be without merit.

• Failure of the Contractor to conform to specified dispute procedures shall constitute a failure to pursue diligently and exhaust the administrative procedures in the contract, and is deemed as the Contractor's waiver of the potential claim and a waiver of the right to a corresponding claim for the disputed work in the administrative claim process in conformance with Section 9-1.07B, "Final Payment of Claims," and shall operate as a bar to arbitration pursuant to Section 10240.2 of the California Public Contract Code.

Section 9-1.05, "Stop Notices," of the Standard Specifications is amended to read:

9-1.05 STOP NOTICE WITHHOLDS

• The Department may withhold payments to cover claims filed under Civ Code § 3179 et seq.

Section 9, "Measurement and Payment," of the Standard Specifications is amended by adding the following sections:

Section 9-1.07B, "Final Payment and Claims," of the Standard Specifications is amended to read:

9-1.053 PERFORMANCE FAILURE WITHHOLDS

- During each estimate period you fail to comply with a contract part, including submittal of a document as specified, the Department withholds a part of the progress payment. The documents include quality control plans, schedules, traffic control plans, and water pollution control submittals.
- For 1 performance failure, the Department withholds 25 percent of the progress payment but does not withhold more than 10 percent of the total bid.
- For multiple performance failures, the Department withholds 100 percent of the progress payment but does not withhold more than 10 percent of the total bid.
- The Department returns performance-failure withholds in the progress payment following the correction of noncompliance.

9-1.055 PENALTY WITHHOLDS

- Penalties include fines and damages that are proposed, assessed, or levied against you or the Department by a governmental agency or citizen lawsuit. Penalties are also payments made or costs incurred in settling alleged permit violations of Federal, State, or local laws, regulations, or requirements. The cost incurred may include the amount spent for mitigation or correcting a violation.
- If you or the Department is assessed a penalty, the Department may withhold the penalty amount until the penalty disposition has been resolved. The Department may withhold penalty funds and notify you within 15 days of the withhold. If the penalty amount is less than the amount being withheld from progress payments for retentions, the Department will not withhold the penalty amount.
- If the penalty is resolved for less than the amount withheld, the Department pays interest at a rate of 6 percent per year on the excess withhold. If the penalty is not resolved, the withhold becomes a deduction.
- Instead of the withhold, you may provide a bond payable to the Department of Transportation equal to the highest estimated liability for any disputed penalties proposed.

9-1.057 PROGRESS WITHHOLDS FOR FEDERAL-AID CONTRACTS

- Section 9-1.057, "Progress Withholds for Federal-Aid Contracts," applies to a Federal-aid contract.
- The Department withholds 10 percent of a partial payment for noncompliant progress. Noncompliant progress occurs when:

1. Total days to date exceed 75 percent of the revised contract working days
2. Percent of working days elapsed exceeds the percent of value of work completed by more than 15 percent

- The Engineer determines the percent of working days elapsed by dividing the total days to date by the revised contract working days and converting the quotient to a percentage.
- The Engineer determines the percent of value of work completed by summing payments made to date and the amount due on the current progress estimate, dividing this sum by the current total estimated value of the work, and converting the quotient to a percentage. These amounts are shown on the Progress Payment Voucher.
- When the percent of working days elapsed minus the percent of value of work completed is less than or equal to 15 percent, the Department returns the withhold in the next progress payment.

The 3rd paragraph of Section 9-1.06, "Partial Payments," of the Standard Specifications is amended to read:

- For a non-Federal-aid project, the Department retains 10 percent of the estimated value of the work done and 10 percent of the value of materials estimated to have been furnished and delivered and unused or furnished and stored as part security for the fulfillment of the contract by the Contractor, except that at any time after 20 percent of the work has been completed, if the Engineer finds that satisfactory progress is being made, the Department may reduce the total amount being retained from payment pursuant to the above requirements to 5 percent of the total estimated value of the work and materials and may also reduce the amount retained from any of the remaining partial payments to 5 percent of the estimated value of the work and materials. In addition, on any partial payment made after 95 percent of the work has been completed, the Department may reduce the amount retained from payment pursuant to the requirements of this Section 9-1.06, to such lesser amount as the Department determines is adequate security for the fulfillment of the balance of the work and other requirements of the contract, but in no event is that amount reduced to less than 125 percent of the estimated value of the work yet to be completed as determined by the Engineer. The reduction is made only upon the request of the Contractor and must be approved in writing by the surety on the performance bond and by the surety on the payment bond. The approval of the surety must be submitted to the Disbursing Officer of the Department; the signature of the person executing the approval for the surety must be properly acknowledged and the power of attorney authorizing the person to give that consent must

either accompany the document or be on file with the Department. The retentions specified in this paragraph are those defined in Pub Cont Code § 7107(b).

The 1st sentence of the 4th paragraph of Section 9-1.06, "Partial Payments," of the Standard Specifications is amended to read:

- The Department shall pay monthly to the Contractor, while carrying on the work, the balance not retained, as aforesaid, after deducting therefrom all previous payments and all sums to be deducted or withheld under the provisions of the contract.

The title and 1st and 2nd paragraphs of Section 9-1.065, "Payment of Withheld Funds," of the Standard Specifications are amended to read:

9-1.065 RELEASE OF RETAINED FUNDS

- The Department releases retained funds if you:

1. Request release of the retention (Pub Cont Code § 10263) in writing
2. Deposit securities equivalent to the funds you want released into escrow with the State Treasurer or with a bank acceptable to the Department
3. Are the beneficial owner of and receive interest on the deposited securities substituted for the retained funds

The 2nd sentence Section 9-1.07A, "Payment Prior to Proposed Final Estimate," of the Standard Specifications is amended to read:

- The Department pays the balance due less previous payments, deductions, withholds, and retentions under the provisions of the contract and those further amounts that the Engineer determines to be necessary pending issuance of the proposed final estimate and payment thereon.

Section 9-1.07B, "Final Payment and Claims," of the Standard Specifications is amended to read:

9-1.07B Final Payment and Claims

- After acceptance by the Director, the Engineer makes a proposed final estimate of the total amount payable to the Contractor, including an itemization of the total amount, segregated by contract item quantities, extra work, and other basis for payment, and shows each deduction made or to be made for prior payments and amounts to be deducted, withheld, or retained under the provisions of the contract. Prior estimates and payments are subject to correction in the proposed final estimate. The Contractor must submit written approval of the proposed final estimate or a written statement of claims arising under or by virtue of the contract so that the Engineer receives the written approval or statement of claims no later than close of business of the 30th day after receiving the proposed final estimate. The Contractor's receipt of the proposed final estimate must be evidenced by postal receipt. The Engineer's receipt of the Contractor's written approval or statement of claims must be evidenced by postal receipt or the Engineer's written receipt if delivered by hand.
- On the Contractor's approval, or if the Contractor files no claim within the specified period of 30 days, the Engineer will issue a final estimate in writing in conformance with the proposed final estimate submitted to the Contractor, and within 30 days thereafter the State will pay the entire sum so found to be due. That final estimate and payment thereon shall be conclusive and binding against both parties to the contract on all questions relating to the amount of work done and the compensation payable therefor, except as otherwise provided in Sections 9-1.03C, "Records," and 9-1.09, "Clerical Errors."
- If the Contractor within the specified period of 30 days files claims, the Engineer will issue a semifinal estimate in conformance with the proposed final estimate submitted to the Contractor and within 30 days thereafter the State will pay the sum found to be due. The semifinal estimate and corresponding payment shall be conclusive and binding against both parties to the contract on each question relating to the amount of work done and the compensation payable therefor, except insofar as affected by the claims filed within the time and in the manner required hereunder and except as otherwise provided in Sections 9-1.03C, "Records," and 9-1.09, "Clerical Errors."
- Except for claims for overhead costs and administrative disputes that occur after issuance of the proposed final estimate, the Contractor shall only provide the following two items of information for each claim:

1. The exclusive identification number that corresponds to the supporting full and final documentation of potential claim
2. The final amount of requested additional compensation

- If the final amount of requested additional compensation is different than the amount of requested compensation included in the full and final documentation of potential claim, the Contractor shall provide in the written statement of claims the reasons for the changed amount, the specific provisions of the contract which support the changed amount, and a statement of the reasons the provisions support and provide a basis for the changed amount. If the Contractor's claim fails to provide an exclusive identification number or if there is a disparity in the provided exclusive identification number, the Engineer will notify the Contractor of the omission or disparity. The Contractor shall have 15 days after receiving notification from the Engineer to correct the omission or disparity. If after the 15 days has elapsed, there is still an omission or disparity of the exclusive identification number assigned to the claim, the Engineer will assign the number. No claim will be considered that has any of the following deficiencies:

1. The claim does not have the same nature, circumstances, and basis as the corresponding full and final documentation of potential claim.
2. The claim does not have a corresponding full and final documentation of potential claim.
3. The claim was not included in the written statement of claims.
4. The Contractor did not comply with applicable notice or protest requirements of Sections 4-1.03, "Changes," 5-1.116, "Differing Site Condition," 8-1.06, "Time of Completion," 8-1.07, "Liquidated Damages," 8-1.10, "Utility and Non-Highway Facilities," and 9-1.04, "Notice of Potential Claim."

- Administrative disputes that occur after issuance of the proposed final estimate shall be included in the Contractor's written statement of claims in sufficient detail to enable the Engineer to ascertain the basis and amounts of those claims.
- The Contractor shall keep full and complete records of the costs and additional time incurred for work for which a claim for additional compensation is made. The Engineer or designated claim investigators or auditors shall have access to those records and any other records as may be required by the Engineer to determine the facts or contentions involved in the claims. Failure to permit access to those records shall be sufficient cause for denying the claims.

- The written statement of claims submitted by the Contractor shall be accompanied by a notarized certificate containing the following language:

> Under the penalty of law for perjury or falsification and with specific reference to the California False Claims Act, Government Code Section 12650 et. seq., the undersigned,
>
> _____ .
> *(name)*
>
> _____ *of*
> *(title)*
>
> _____ .
> *(company)*
>
> hereby certifies that the claim for the additional compensation and time, if any, made herein for the work on this contract is a true statement of the actual costs incurred and time sought, and is fully documented and supported under the contract between parties.
>
> Dated _____
>
> /s/ _____
>
> Subscribed and sworn before me this _____ day
>
> of _____ .
>
> _____
> *(Notary Public)*
> My Commission
> Expires _____

- Failure to submit the notarized certificate will be sufficient cause for denying the claim.
- Any claim for overhead, in addition to being certified as stated above, shall be supported and accompanied by an audit report of an independent Certified Public Accountant. Omission of a supporting audit report of an independent Certified Public Accountant shall result in denial of the claim and shall operate as a bar to arbitration, as to the claim, in conformance with the requirements in Section 10240.2 of the California Public Contract Code. Any claim for overhead shall be subject to audit by the State at its discretion. The costs of performing an audit examination and submitting the report shall be borne by the Contractor. The Department will deduct an offset amount for field and home office overhead paid on all added work from any claim for overhead as appropriate, as determined by the Department. The value of the added work equals the value of the work completed minus the total bid. The home office overhead offset equals 5 percent of the added work. The field office overhead offset equals 5-1/2 percent of the added work. The Certified Public Accountant's audit examination shall be performed in conformance with the requirements of the American Institute of Certified Public Accountants Attestation Standards. The audit examination and report shall depict the Contractor's project and company-wide financial records and shall specify the actual overall average daily rates for both field and home office overhead for the entire duration of the project, and whether the costs have been properly allocated. The rates of field and home office overhead shall exclude unallowable costs as determined in Title 48 of the Federal Acquisition Regulations, Chapter 1, Part 31. The audit examination and report shall determine if the rates of field and home office overhead are:

1. Allowable in conformance with the requirements in Title 48 of the Federal Acquisition Regulations, Chapter 1, Part 31.
2. Adequately supported by reliable documentation.
3. Related solely to the project under examination.

- Costs or expenses incurred by the State in reviewing or auditing claims that are not supported by the Contractor's cost accounting or other records shall be deemed to be damages incurred by the State within the meaning of the California False Claims Act.
- If the Engineer determines that a claim requires additional analysis, the Engineer will schedule a board of review meeting. The Contractor shall meet with the review board or person and make a presentation in support of the claim. Attendance by the Contractor at the board of review meeting shall be mandatory.
- The District Director of the District that administered the contract will make the final determination of any claims which remain in dispute after completion of claim review by the Engineer or board of review meeting.

The final determination of claims will be sent to the Contractor by hand delivery or deposit in the U.S. mail. The Engineer will then make and issue the Engineer's final estimate in writing and within 30 days thereafter the State will pay the entire sum, if any, found due thereon. That final estimate shall be conclusive and binding against both parties to the contract on all questions relating to the amount of work done and the compensation payable therefor, except as otherwise provided in Sections 9-1.03C, "Records," and 9-1.09, "Clerical Errors."

- Failure of the Contractor to conform to the specified dispute procedures shall constitute a failure to pursue diligently and exhaust the administrative procedures in the contract and shall operate as a bar to arbitration in conformance with the requirements in Section 10240.2 of the California Public Contract Code.

SECTION 12: CONSTRUCTION AREA TRAFFIC CONTROL DEVICES

Issue Date: October 6, 2006

The second paragraph of Section 12-1.01, "Description," of the Standard Specifications is amended to read:

- Attention is directed to Part 6 of the California MUTCD. Nothing in this Section 12 is to be construed as to reduce the minimum standards in these manuals.

Section 12-2.01, "Flaggers," of the Standard Specifications is amended to read:

- Flaggers while on duty and assigned to traffic control or to give warning to the public that the highway is under construction and of any dangerous conditions to be encountered as a result thereof, shall perform their duties and shall be provided with the necessary equipment in conformance with Part 6 of the California MUTCD. The equipment shall be furnished and kept clean and in good repair by the Contractor at the Contractor's expense.

The first paragraph of Section 12-3.01, "General," of the Standard Specifications is amended to read:

- In addition to the requirements in Part 6 of the California MUTCD, all devices used by the Contractor in the performance of the work shall conform to the provisions in this Section 12-3.

The fifth paragraph of Section 12-3.01, "General," of the Standard Specifications is amended to read:

- Retroreflective sheeting shall conform to the requirements in ASTM Designation: D 4956 and to the special provisions.

The first paragraph of Section 12-3.06, "Construction Area Signs," of the Standard Specifications is amended to read:

- The term "Construction Area Signs" shall include all temporary signs required for the direction of public traffic through or around the work during construction. Construction area signs are shown in or referred to in Part 6 of the California MUTCD.

The fourth paragraph of Section 12-3.06, "Construction Area Signs," of the Standard Specifications is amended to read:

- All construction area signs shall conform to the dimensions, color and legend requirements of the plans, Part 6 of the California MUTCD and these specifications. All sign panels shall be the product of a commercial sign manufacturer, and shall be as specified in these specifications.

The eighth paragraph of Section 12-3.06, "Construction Area Signs," of the Standard Specifications is amended to read:

- Used signs with the specified sheeting material will be considered satisfactory if they conform to the requirements for visibility and legibility and the colors conform to the requirements in Part 6 of the California MUTCD. A significant difference between day and nighttime retroreflective color will be grounds for rejecting signs.

Section 12-3.06A, "Stationary Mounted Signs," of the Standard Specifications is amended by deleting the third, fourth, fifth, and sixth paragraphs.

SECTION 15: EXISTING HIGHWAY FACILITIES

Issue Date: November 2, 2004

The sixth paragraph of Section 15-2.07, "Payment," of the Standard Specifications is amended to read:

• Full compensation for removing, salvaging, reconstructing, relocating or resetting end caps, return caps, terminal sections, and buried post anchors, for metal beam guard railings and thrie beam barriers, and for connecting reconstructed, relocated or reset railings and barriers to new and existing facilities, including connections to concrete, shall be considered as included in the contract price paid per meter for the type of railing or barrier work involved and no additional compensation will be allowed therefor.

SECTION 19: EARTHWORK

Issue Date: January 5, 2007

The third paragraph of Section 19-1.02, "Preservation of Property," of the Standard Specifications is amended to read:

• In addition to the provisions in Sections 5-1.02, "Plans and Working Drawings," and 5-1.02A, "Excavation Safety Plans," detailed plans of the protective systems for excavations on or affecting railroad property will be reviewed for adequacy of protection provided for railroad facilities, property, and traffic. These plans shall be submitted at least 9 weeks before the Contractor intends to begin excavation requiring the protective systems. Approval by the Engineer of the detailed plans for the protective systems will be contingent upon the plans being satisfactory to the railroad company involved.

The first paragraph of Section 19-3.025C, "Soil Cement Bedding," of the Standard Specifications is amended to read:

• Cementitious material used in soil cement bedding shall conform to the provisions in Section 90-2.01, "Cementitious Materials." Supplementary cementitious material will not be required.

The fourth paragraph of Section 19-3.025C, "Soil Cement Bedding," of the Standard Specifications is amended to read:

• The aggregate, cementitious material, and water shall be proportioned either by mass or by volume. Soil cement bedding shall contain not less than 175 kg of cementitious material per cubic meter. The water content shall be sufficient to produce a fluid, workable mix that will flow and can be pumped without segregation of the aggregate while being placed.

The first paragraph of Section 19-3.062, "Slurry Cement Backfill," of the Standard Specifications is amended to read:

• Slurry cement backfill shall consist of a fluid, workable mixture of aggregate, cementitious material, and water.

The fifth paragraph of Section 19-3.062, "Slurry Cement Backfill," of the Standard Specifications is amended to read:

• Cementitious material shall conform to the provisions in Section 90-2.01, "Cementitious Materials." Supplementary cementitious material will not be required.

The eighth paragraph of Section 19-3.062, "Slurry Cement Backfill," of the Standard Specifications is amended to read:

• The aggregate, cementitious material, and water shall be proportioned either by mass or by volume. Slurry cement backfill shall contain not less than 110 kg of cementitious material per cubic meter. The water content shall be sufficient to produce a fluid, workable mix that will flow and can be pumped without segregation of the aggregate while being placed.

SECTION 20: EROSION CONTROL AND HIGHWAY PLANTING

Issue Date: August 17, 2007

Section 20-2.03, "Soil Amendment," of the Standard Specifications is amended to read:

20-2.03 SOIL AMENDMENT

• Soil amendment shall comply with the requirements in the California Food and Agricultural Code.

- Soil amendment producers shall comply with the following:

1. Be fully permitted to produce compost as specified under the California Integrated Waste Management Board, Local Enforcement Agencies and any other State and Local Agencies that regulate Solid Waste Facilities. If exempt from State permitting requirements, the composting facility must certify that it follows guidelines and procedures for production of compost meeting the environmental health standards of Title 14, California Code of Regulations, Division 7, Chapter 3.1, Article 7.
2. Be a participant in United States Composting Council's Seal of Testing Assurance program.

- Soil amendment shall be composted and may be derived from any single, or mixture of any of the following feedstock materials:

1. Green material consisting of chipped, shredded, or ground vegetation; or clean processed recycled wood products
2. Biosolids
3. Manure
4. Mixed food waste

- Soil amendment feedstock materials shall be composted to reduce weed seeds, pathogens and deleterious materials as specified under Title 14, California Code of Regulations, Division 7, Chapter 3.1, Article 7, Section 17868.3.
- Soil amendment shall not be derived from mixed municipal solid waste and must be reasonably free of visible contaminates. Soil amendment must not contain paint, petroleum products, pesticides or any other chemical residues harmful to animal life or plant growth. Soil amendment must not possess objectionable odors.
- Metal concentrations in soil amendment must not exceed the maximum metal concentrations listed in Title 14, California Code of Regulations, Division 7, Chapter 3.1, Section 17868.2.
- Soil amendment must comply with the following:

Physical/Chemical Requirements

Property	Test Method	Requirement
pH	*TMECC 04.11-A, Elastometric pH 1:5 Slurry Method, pH Units	6.0–8.0
Soluble Salts	TMECC 04.10-A, Electrical Conductivity 1:5 Slurry Method dS/m (mmhos/cm)	0-10.0
Moisture Content	TMECC 03.09-A, Total Solids & Moisture at 70+/- 5 deg C, % Wet Weight Basis	30–60
Organic Matter Content	TMECC 05.07-A, Loss-On-Ignition Organic Matter Method (LOI), % Dry Weight Basis	30–65
Maturity	TMECC 05.05-A, Germination and Vigor Seed Emergence Seedling Vigor % Relative to Positive Control	 80 or Above 80 or Above
Stability	TMECC 05.08-B, Carbon Dioxide Evolution Rate mg CO_2-C/g OM per day	8 or below
Particle Size	TMECC 02.02-B Sample Sieving for Aggregate Size Classification % Dry Weight Basis	95% Passing 5/8 inch 70% Passing 3/8 inch
Pathogen	TMECC 07.01-B, Fecal Coliform Bacteria < 1000 MPN/gram dry wt.	Pass
Pathogen	TMECC 07.01-B, Salmonella < 3 MPN/4 grams dry wt.	Pass
Physical Contaminants	TMECC 02.02-C, Man Made Inert Removal and Classification: Plastic, Glass and Metal, % > 4mm fraction	Combined Total: < 1.0
Physical Contaminants	TMECC 02.02-C, Man Made Inert Removal and Classification: Sharps (Sewing needles, straight pins and hypodermic needles), % > 4mm fraction	None Detected

*TMECC refers to "Test Methods for the Examination of Composting and Compost," published by the United States Department of Agriculture and the United States Compost Council (USCC).

- Prior to application, the Contractor shall provide the Engineer with a copy of the soil amendment producer's Compost Technical Data Sheet and a copy of the compost producers STA certification. The Compost Technical Data Sheet shall include laboratory analytical test results, directions for product use, and a list of product ingredients.
- Prior to application, the Contractor shall provide the Engineer with a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications.

The last 3 paragraphs of Section 20-2.10, "Seed," of the Standard Specifications are deleted.

Section 20-2.25, "Backflow Preventers," of the Standard Specifications is amended to read:

20-2.25 BACKFLOW PREVENTERS

- Backflow preventers shall be one of the reduced pressure principle devices as specified in these specifications and the special provisions.
- Backflow preventers shall be factory assembled and shall include 2 check valves, one pressure differential relief valve, 2 shut-off valves and 4 test cocks. Backflow preventer and valves shall be the same size as the pipeline in which they are installed, unless otherwise shown on the plans.
- Backflow preventer shut-off valves shall be manufactured from iron or bronze and shall be either resilient wedged gate valves, resilient seated and fully ported ball valves, or resilient seated butterfly valves. Threaded type shut-off valves shall be provided with a union on one side of each valve. Unions shall be brass or malleable iron.

The last paragraph of Section 20-3.04A, "General," of the Standard Specifications is deleted.

Section 20-4.055, "Pruning," of the Standard Specifications is amended to read:

20-4.055 PRUNING

- Pruning of plants shall be consistent with American National Standards Institute (ANSI), "Tree, Shrub and Other Woody Plant Maintenance Standard Practices," ANSI 300 (Part 1)-2001 and "Best Management Practices Tree Pruning," 2002 (ISBN 1-881956318), published by the International Society of Arboriculture, P.O. Boc 3129, Champaign, IL 61826.

Section 20-5.03J, "Check and Test Backflow Preventers," of the Standard Specifications is amended to read:

20-5.03J Check and Test Backflow Preventers

- Backflow preventers shall be checked and tested for proper operation by a certified Backflow Preventer Tester. The tester shall hold a valid certification as a Backflow Preventer Tester from the local governing authority in which the device to be tested is located. The local governing authority shall be the county, city or water purveyor having the governing authority over testing of backflow preventers involved. If the local governing authority does not have a certification program for Backflow Preventer Testers, the tester shall have a certificate from one of the following:

A. The American Water Works Association.
B. A county which has a certification program for Backflow Preventer Testers.

- Tests for proper operation shall conform to the requirements of the governing authority.
- The Engineer shall be notified at least 5 days prior to testing backflow preventers.
- One copy of the test results for each backflow preventer tested shall be furnished to the Engineer.
- Backflow preventers, installed by the Contractor, failing required tests shall be repaired at the Contractor's expense.

SECTION 25: AGGREGATE SUBBASES

Issue Date: February 16, 2007

The first paragraph of Section 25-1.02A, "Class 1, Class 2, and Class 3 Aggregate Subbases," of the Standard Specifications is amended to read:

- Aggregate must be clean and free from organic matter and other deleterious substances. Aggregate must consist of any combination of:

1. Broken stone
2. Crushed gravel

3. Natural rough surfaced gravel
4. Sand
5. Up to 100 percent of any combination of processed:

    5.1. Asphalt concrete
    5.2. Portland cement concrete
    5.3. Lean concrete base
    5.4. Cement treated base

The first paragraph of Section 25-1.02B, "Class 4 Aggregate Subbase," of the Standard Specifications is amended to read:

• Aggregate must be clean and free from organic matter and other deleterious substances. Aggregate must consist of any combination of:

1. Broken stone
2. Crushed gravel
3. Natural rough surfaced gravel
4. Sand
5. Up to 100 percent of any combination of processed:

    5.1. Asphalt concrete
    5.2. Portland cement concrete
    5.3. Lean concrete base
    5.4. Cement treated base

SECTION 26: AGGREGATE BASE

Issue Date: February 16, 2007

The first paragraph of Section 26-1.02A, "Class 2 Aggregate Base," of the Standard Specifications is amended to read:

• Aggregate must be clean and free from organic matter and other deleterious substances. Aggregate must consist of any combination of:

1. Broken stone
2. Crushed gravel
3. Natural rough surfaced gravel
4. Sand
5. Up to 100 percent of any combination of processed:

    5.1. Asphalt concrete
    5.2. Portland cement concrete
    5.3. Lean concrete base
    5.4. Cement treated base

The first paragraph of Section 26-1.02B, "Class 3 Aggregate Base," of the Standard Specifications is amended to read:

• Aggregate must be clean and free from organic matter and other deleterious substances. Aggregate must consist of any combination of:

1. Broken stone
2. Crushed gravel
3. Natural rough surfaced gravel
4. Sand
5. Up to 100 percent of any combination of processed:

    5.1. Asphalt concrete

5.2. Portland cement concrete
5.3. Lean concrete base
5.4. Cement treated base

SECTION 27: CEMENT TREATED BASES

Issue Date: January 5, 2007

The first paragraph of Section 27-1.02, "Materials," of the Standard Specifications is amended to read:

- Cement shall be Type II portland cement conforming to the provisions in Section 90-2.01A, "Cement."

The third paragraph of Section 27-1.02, "Materials," of the Standard Specifications is amended to read:

- Aggregate for use in Class A cement treated base shall be of such quality that when mixed with cement in an amount not to exceed 5 percent by mass of the dry aggregate and compacted at optimum moisture content, the compressive strength of a sample of the compacted mixture shall not be less than 5.2 MPa at 7 days, when tested by California Test 312.

The fourth paragraph of Section 27-1.02, "Materials," of the Standard Specifications is amended to read:

- Aggregate for use in Class B cement treated base shall have a Resistance (R-value) of not less than 60 before mixing with cement and a Resistance (R-value) of not less than 80 after mixing with cement in an amount not to exceed 2.5 percent by mass of the dry aggregate.

SECTION 28: LEAN CONCRETE BASE

Issue Date: January 5, 2007

The first paragraph of Section 28-1.02, "Materials," of the Standard Specifications is amended to read:

- Cement shall be Type II portland cement conforming to the provisions in Section 90-2.01A, "Cement."

The sixth paragraph of Section 28-1.02, "Materials," of the Standard Specifications is amended to read:

- Aggregate shall be of such quality that, when mixed with cement in an amount not to exceed 180 kg per cubic meter, and tested in conformance with the requirements in California Test 548, the compressive strength of a sample will be not less than 5.0 MPa at 7 days.

SECTION 29: TREATED PERMEABLE BASES

Issue Date: January 5, 2007

The fourth paragraph of Section 29-1.02A, "Asphalt Treated Permeable Base," of the Standard Specifications is amended to read:

- The type and grade of asphalt binder to be mixed with aggregate will be specified in the special provisions.

The second paragraph of Section 29-1.02B, "Cement Treated Permeable Base," of the Standard Specifications is amended to read:

- Cement shall be Type II portland cement conforming to the provisions in Section 90-2.01A, "Cement."

The second paragraph of Section 29-1.04B, "Cement Treated Permeable Base," of the Standard Specifications is amended to read:

- Cement treated permeable base shall contain not less than 170 kg of cement per cubic meter.

SECTION 37: BITUMINOUS SEALS

Issue Date: August 17, 2007

The fourth through sixth paragraphs in Section 37-1.03, "Maintaining Traffic," of the Standard Specifications are amended to read:

- On 2-lane two-way roadways, W8-7 "LOOSE GRAVEL" signs and W13-1 (35) speed advisory signs shall be furnished and placed adjacent to both sides of the traveled way where screenings are being spread on a traffic lane. The first W8-7 sign in each direction shall be placed where traffic first encounters loose screenings, regardless of which lane the screenings are being spread on. The W13-1 (35) signs need not be placed in those areas with posted speed limits of less than 40 MPH. The signs shall be placed at maximum 600-m intervals along each side of the traveled way and at public roads or streets entering the seal coat area as directed by the Engineer.
- On multilane roadways (freeways, expressways and multilane conventional highways) where screenings are being spread on a traffic lane, W8-7 "LOOSE GRAVEL" signs and W13-1 (35) speed advisory signs shall be furnished and placed adjacent to the outside edge of the traveled way nearest to the lane being worked on. The first W8-7 sign shall be placed where the screenings begin with respect to the direction of travel on that lane. The W13-1 (35) signs need not be placed in those areas with posted speed limits of less than 40 MPH. The signs shall be placed at maximum 600-m intervals along the edge of traveled way and at on-ramps, public roads or streets entering the seal coat area as directed by the Engineer.
- The W8-7 and W13-1 signs shall be maintained in place at each location until final brooming of the seal coat surface at that location is completed. The W8-7 and W13-1 signs shall conform to the provisions for construction area signs in Section 12, "Construction Area Traffic Control Devices." The signs may be set on temporary portable supports with the W13-1 below the W8-7 or on barricades with the W13-1 sign alternating with the W8-7 sign.

The second paragraph in Section 37-1.09, "Payment," of the Standard Specifications is amended to read:

- The above prices and payments shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in applying seal coat, complete in place, including furnishing, placing, maintaining, and removing W8-7 and W13-1 signs, when required, and temporary supports or barricades for the signs, as shown on the plans, and as specified in these specifications and the special provisions, and as directed by the Engineer.

SECTION 39: ASPHALT CONCRETE

Issue Date: November 18, 2005

The fifth paragraph of Section 39-2.01, "Asphalts," of the Standard Specifications is amended to read:

- Paving asphalt to be used as a binder for pavement reinforcing fabric shall be a steam-refined paving asphalt conforming to the provisions in Section 92, "Asphalts," and shall be Grade PG 70-10.

SECTION 40: PORTLAND CEMENT CONCRETE PAVEMENT

Issue Date: January 5, 2007

Section 40-1.015, "Cement Content," is deleted.

Section 40-1.05, "Proportioning," of the Standard Specifications is amended to read:

- Aggregate and cementitious material proportioning shall conform to the provisions in Section 90-5, "Proportioning."

The first paragraph in Section 40-1.105, "Exit Ramp Termini," of the Standard Specifications is amended to read:

- Concrete pavement shall be constructed at the ends of exit ramps when required by the plans or the special provisions. Texturing for exit ramp termini shall be by means of heavy brooming in a direction normal to ramp centerline. The hardened surface shall have a coefficient of friction not less than 0.35 as determined by California Test 342. Minimum cementitious material content of concrete in pavement for exit ramp termini shall be 350 kg/m^3.

The fourth paragraph of Section 40-1.08, "Joints," of the Standard Specifications is amended to read:

• Straight tie bars shall be deformed reinforcing steel bars conforming to the requirements in ASTM Designation: A 615/A 615M, Grade 280 or 420; ASTM Designation: A 996/A 996M, Grade 350 or 420; or ASTM Designation: A 706/A 706M.

The first paragraph in Section 40-1.14, "Payment," of the Standard Specifications is amended to read:

• The contract price paid per cubic meter for concrete pavement shall include full compensation for furnishing all labor, materials (including cementitious material in the amount specified), tools, equipment, and incidentals, and for doing all the work involved in constructing the portland cement concrete pavement, complete in place, as shown on the plans, and as specified in these specifications and the special provisions, and as directed by the Engineer.

SECTION 41: PAVEMENT SUBSEALING AND JACKING

Issue Date: January 5, 2007

The second paragraph of Section 41-1.02, "Materials," of the Standard Specifications is amended to read:

• Cement for grout shall be Type II portland cement conforming to the provisions in Section 90-2.01A, "Cement."

The third paragraph of Section 41-1.02, "Materials," of the Standard Specifications is amended to read:

• Fly ash shall conform to the requirements in AASHTO Designation: M 295 for either Class C or for Class F. The brand of fly ash used in the work shall conform to the provisions for approval of admixture brands in Section 90-4.03, "Admixture Approval."

The fifth paragraph of Section 41-1.02, "Materials," of the Standard Specifications is amended to read:

• Chemical admixtures and calcium chloride may be used. Chemical admixtures in the grout mix shall conform to the provisions in Section 90-4, "Admixtures." Calcium chloride shall conform to ASTM Designation: D 98.

SECTION 42: GROOVE AND GRIND PAVEMENT

Issue Date: December 31, 2001

The last sentence of the first subparagraph of the third paragraph in Section 42-2.02, "Construction," of the Standard Specifications is amended to read:

• After grinding has been completed, the pavement shall conform to the straightedge and profile requirements specified in Section 40-1.10, "Final Finishing."

SECTION 49: PILING

Issue Date: January 5, 2007

The first paragraph in Section 49-1.03, "Determination of Length," of the Standard Specifications is amended to read:

• Foundation piles of any material shall be of such length as is required to obtain the specified penetration, and to extend into the cap or footing block as shown on the plans, or specified in the special provisions.

The fourth paragraph in Section 49-1.03, "Determination of Length," of the Standard Specifications is amended to read:

• Modification to the specified installation methods and specified pile tip elevation will not be considered at locations where tension or lateral load demands control design pile tip elevations or when the plans state that specified pile tip elevation shall not be revised.

The sixth and seventh paragraphs in Section 49-1.03, "Determination of Length," of the Standard Specifications are amended to read:

• Indicator compression pile load testing shall conform to the requirements in ASTM Designation: D 1143-81. The pile shall sustain the first compression test load applied which is equal to the nominal resistance in compression, as shown on the plans, with no more than 13 mm total vertical movement at the top of the pile measured relative to the top of the pile prior to the start of compression load testing.

• Indicator tension pile load testing shall conform to the requirements in ASTM Designation: D 3689-90. The loading apparatus described as "Load Applied to Pile by Hydraulic Jack(s) Acting at One End of Test Beam(s) Anchored to the Pile" shall not be used. The pile shall sustain the first tension test load applied which is equal to the nominal resistance in tension, as shown on the plans, with no more than 13 mm total vertical movement at the top of the pile measured relative to the top of the pile prior to the start of tension load testing.

The ninth paragraph in Section 49-1.03, "Determination of Length," of the Standard Specifications is amended to read:

• For driven piling, the Contractor shall furnish piling of sufficient length to obtain the specified tip elevation shown on the plans or specified in the special provisions. For cast-in-drilled-hole concrete piling, the Contractor shall construct piling of such length to develop the nominal resistance in compression and to obtain the specified tip elevation shown on the plans or specified in the special provisions.

The tenth paragraph in Section 49-1.03, "Determination of Length," of the Standard Specifications is deleted.

The fourth paragraph in Section 49-1.04, "Load Test Piles," of the Standard Specifications is amended to read:

• Load test piles and anchor piles which are not to be incorporated in the completed structure shall be removed in conformance with the provisions in Section 15-4.02, "Removal Methods," and the remaining holes shall be backfilled with earth or other suitable material approved by the Engineer.

The fifth paragraph in Section 49-1.04, "Load Test Piles," of the Standard Specifications is amended to read:

• Load test anchorages in piles used as anchor piles shall conform to the following requirements:

A. High strength threaded steel rods shall conform to the provisions for bars in Section 50-1.05, "Prestressing Steel," except Type II bars shall be used.
B. High strength steel plates shall conform to the requirements in ASTM Designation: A 709/A 709M, Grade 345.
C. Anchor nuts shall conform to the provisions in the second paragraph in Section 50-1.06, "Anchorages and Distribution."

The sixth paragraph in Section 49-1.04, "Load Test Piles," of the Standard Specifications is amended to read:

• The Contractor may use additional cementitious material in the concrete for the load test and anchor piles.

The first paragraph in Section 49-1.05, "Driving Equipment," of the Standard Specifications is amended to read:

• Driven piles shall be installed with impact hammers that are approved in writing by the Engineer. Impact hammers shall be steam, hydraulic, air or diesel hammers. Impact hammers shall develop sufficient energy to drive the piles at a penetration rate of not less than 3 mm per blow at the specified nominal resistance.

The seventh paragraph in Section 49-1.05, "Driving Equipment," of the Standard Specifications is amended to read:

• When necessary to obtain the specified penetration and when authorized by the Engineer, the Contractor may supply and operate one or more water jets and pumps, or furnish the necessary drilling apparatus and drill holes not greater than the least dimension of the pile to the proper depth and drive the piles therein. Jets shall not be used at locations where the stability of embankments or other improvements would be endangered. In addition, for steel piles, steel shells, or steel casings, when necessary to obtain the specified penetration or to prevent damage to the pile during installation, the Contractor shall provide special driving tips or heavier pile sections or take other measures as approved by the Engineer.

• The use of followers or underwater hammers for driving piles will be permitted if authorized in writing by the Engineer. When a follower or underwater hammer is used, its efficiency shall be verified by furnishing the first pile in each bent or footing sufficiently long and driving the pile without the use of a follower or underwater hammer.

The second paragraph in Section 49-1.07, "Driving," of the Standard Specifications is amended to read:

• Timber piles shall be fresh-headed and square and when permitted by the Engineer, the heads of the piles may be protected by means of heavy steel or wrought iron rings. During driving operations timber piling shall be restrained from lateral movement at intervals not to exceed 6 m over the length between the driving head and the ground surface. During driving operations, the timber pile shall be kept moving by continuous operation of the hammer. When the blow count exceeds either 2 times the blow count required in 300 mm, or 3 times the blow count required in 75 mm for the nominal resistance as shown on the plans, computed in conformance with the provisions in Section 49-1.08, "Pile Driving Acceptance Criteria," additional aids shall be used to obtain the specified penetration. These aids may include the use of water jets or drilling, where permitted, or the use of a larger hammer employing a heavy ram striking with a low velocity.

Section 49-1.08, "Bearing Value and Penetration," of the Standard Specifications is amended to read:

49-1.08 PILE DRIVING ACCEPTANCE CRITERIA

• Except for piles to be load tested, driven piles shall be driven to a value of not less than the nominal resistance shown on the plans unless otherwise specified in the special provisions or permitted in writing by the Engineer. In addition, when a pile tip elevation is specified, driven piles shall penetrate at least to the specified tip elevation, unless otherwise permitted in writing by the Engineer. Piles to be load tested shall be driven to the specified tip elevation.

• When the pile nominal resistance is omitted from the plans or the special provisions, timber piles shall be driven to a nominal resistance of 800 kN, and steel and concrete piles shall be driven to a nominal resistance of 1250 kN.

• The nominal resistance for driven piles shall be determined from the following formula in which "R_u" is the nominal resistance in kilonewtons, "E_r" is the manufacturer's rating for joules of energy developed by the hammer at the observed field drop height, and "N" is the number of hammer blows in the last 300 millimeters. (maximum value to be used for N is 100):

$$R_u = (7 * (E_r)^{1/2} * \log_{10} (0.83 * N)) - 550$$

The first paragraph in Section 49-2.03, "Requirements," of the Standard Specifications is amended to read:

• When preservative treatment of timber piles is required by the plans or specified in the special provisions, the treatment shall conform to the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," and the applicable AWPA Use Category.

The first paragraph in Section 49-2.04, "Treatment of Pile Heads," of the Standard Specifications is amended to read:

A. An application of wood preservative conforming to the provisions in Section 58-1.04, "Wood Preservative for Manual Treatment," shall first be applied to the head of the pile and a protective cap shall then be built up by applying alternate layers of loosely woven fabric and hot asphalt or tar similar to membrane waterproofing, using 3 layers of asphalt or tar and 2 layers of fabric. The fabric shall measure at least 150 mm more in each direction than the diameter of the pile and shall be turned down over the pile and the edges secured by binding with 2 turns of No. 10 galvanized wire. The fabric shall be wired in advance of the application of the final layer of asphalt or tar, which shall extend down over the wiring.
B. The sawed surface shall be covered with 3 applications of a hot mixture of 60 percent creosote and 40 percent roofing pitch, or thoroughly brushcoated with 3 applications of hot creosote and covered with hot roofing pitch. A covering of 3.50-mm nominal thickness galvanized steel sheet shall be placed over the coating and bent down over the sides of each pile to shed water.

Section 49-3.01, "Description," of the Standard Specifications is amended by deleting the fifth paragraph.

The sixth and seventh paragraphs in Section 49-3.01, "Description," of the Standard Specifications are amended to read:

• Except for precast prestressed concrete piles in a corrosive environment, lifting anchors used in precast prestressed concrete piles shall be removed, and the holes filled in conformance with the provisions in Section 51-1.18A, "Ordinary Surface Finish."

• Lifting anchors used in precast prestressed concrete piles in a corrosive environment shall be removed to a depth of at least 25 mm below the surface of the concrete, and the resulting hole shall be filled with epoxy adhesive before the piles are delivered to the job site. The epoxy adhesive shall conform to the provisions in Sections 95-1, "General," and 95-2.01, "Binder (Adhesive), Epoxy Resin Base (State Specification 8040-03)."

The first and second paragraphs in Section 49-4.01, "Description," of the Standard Specifications are amended to read:

- Cast-in-place concrete piles shall consist of one of the following:

  A. Steel shells driven permanently to the required nominal resistance and penetration and filled with concrete.
  B. Steel casings installed permanently to the required penetration and filled with concrete.
  C. Drilled holes filled with concrete.
  D. Rock sockets filled with concrete.

- The drilling of holes shall conform to the provisions in these specifications. Concrete filling for cast-in-place concrete piles is designated by compressive strength and shall have a minimum 28-day compressive strength of 25 MPa. At the option of the Contractor, the combined aggregate grading for the concrete shall be either the 25-mm maximum grading, the 12.5-mm maximum grading, or the 9.5-mm maximum grading. Concrete shall conform to the provisions in Section 90, "Portland Cement Concrete," and Section 51, "Concrete Structures." Reinforcement shall conform to the provisions in Section 52, "Reinforcement."

The fourth paragraph in Section 49-4.03, "Drilled Holes," of the Standard Specifications is amended to read:

- After placing reinforcement and prior to placing concrete in the drilled hole, if caving occurs or deteriorated foundation material accumulates on the bottom of the hole, the bottom of the drilled hole shall be cleaned. The Contractor shall verify that the bottom of the drilled hole is clean.

The first and second paragraphs in Section 49-4.04, "Steel Shells," of the Standard Specifications are amended to read:

- Steel shells shall be sufficiently watertight to exclude water during the placing of concrete. The shells may be cylindrical or tapered, step-tapered, or a combination of either, with cylindrical sections.

The first paragraph in Section 49-4.05, "Inspection," of the Standard Specifications is amended to read:

- After being driven and prior to placing reinforcement and concrete therein, the steel shells shall be examined for collapse or reduced diameter at any point. Any shell which is improperly driven or broken or shows partial collapse to such an extent as to materially decrease its nominal resistance will be rejected. Rejected shells shall be removed and replaced, or a new shell shall be driven adjacent to the rejected shell. Rejected shells which cannot be removed shall be filled with concrete by the Contractor at the Contractor's expense. When a new shell is driven to replace a rejected shell, the Contractor, at the Contractor's expense, shall enlarge the footing as determined necessary by the Engineer.

The third paragraph in Section 49-5.01, "Description," of the Standard Specifications is amended to read:

- Steel pipe piles shall conform to the following requirements:

  1. Steel pipe piles less than 360 mm in diameter shall conform to the requirements in ASTM Designation: A 252, Grade 2 or 3.
  2. Steel pipe piles 360 mm and greater in diameter shall conform to the requirements in ASTM Designation: A 252, Grade 3.
  3. Steel pipe piles shall be of the nominal diameter and nominal wall thickness shown on the plans or specified in the special provisions.
  4. The carbon equivalency (CE) of steel for steel pipe piles, as defined in AWS D 1.1, Section XI5.1, shall not exceed 0.45.
  5. The sulfur content of steel for steel pipe piles shall not exceed 0.05-percent.
  6. Seams in steel pipe piles shall be complete penetration welds.

The first paragraph in Section 49-6.01, "Measurement," of the Standard Specifications is amended to read:

- The length of timber, steel, and precast prestressed concrete piles, and of cast-in-place concrete piles consisting of driven shells filled with concrete, shall be the greater of the following:

A. The total length in place in the completed work, measured along the longest side, from the tip of the pile to the plane of pile cut-off.
B. The length measured along the longest side, from the tip elevation shown on the plans or the tip elevation ordered by the Engineer, to the plane of pile cut-off.

The third paragraph in Section 49-6.02, "Payment," of the Standard Specifications is amended to read:

• The contract price paid per meter for cast-in-drilled-hole concrete piling shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all work involved in drilling holes, disposing of material resulting from drilling holes, temporarily casing holes and removing water when necessary, furnishing and placing concrete and reinforcement, and constructing reinforced concrete extensions, complete in place, to the required penetration, as shown on the plans, as specified in these specifications and in the special provisions, and as directed by the Engineer.

The seventh paragraph in Section 49-6.02, "Payment," of the Standard Specifications is amended to read:

• The contract unit price paid for drive pile shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in driving timber, concrete and steel piles, driving steel shells for cast-in-place concrete piles, placing filling materials for cast-in-place concrete piles and cutting off piles, all complete in place to the required nominal resistance and penetration as shown on the plans and as specified in these specifications and the special provisions, and as directed by the Engineer.

The ninth paragraph in Section 49-6.02, "Payment," of the Standard Specifications is amended to read:

• Full compensation for all jetting, drilling, providing special driving tips or heavier sections for steel piles or shells, or other work necessary to obtain the specified penetration and nominal resistance of the piles, for predrilling holes through embankment and filling the space remaining around the pile with sand or pea gravel, for disposing of material resulting from jetting, drilling or predrilling holes, and for all excavation and backfill involved in constructing concrete extensions as shown on the plans, and as specified in these specifications and the special provisions, and as directed by the Engineer shall be considered as included in the contract unit price paid for drive pile or in the contract price paid per meter for cast-in-drilled-hole concrete piling, and no additional compensation will be allowed therefor.

Section 49-6.02, "Payment," of the Standard Specifications is amended by adding the following paragraphs:

• Full compensation for furnishing and placing additional testing reinforcement, for load test anchorages, and for cutting off test piles, shall be considered as included in the contract price paid for piling of the type or class shown in the Engineer's Estimate, and no additional compensation will be allowed.

• No additional compensation or extension of time will be made for additional foundation investigation, installation and testing of indicator piling, cutting off piling and restoring the foundation investigation and indicator pile sites, and review of request by the Engineer.

SECTION 50: PRESTRESSING CONCRETE

Issue Date: January 5, 2007

Section 50-1.02, "Drawings," of the Standard Specifications is amended by adding the following paragraph after the second paragraph:

• Each working drawing submittal shall consist of plans for a single bridge or portion thereof. For multi-frame bridges, each frame shall require a separate working drawing submittal.

The eighth paragraph of Section 50-1.02, "Drawings," of the Standard Specifications is deleted.

Section 50-1.05, "Prestressing Steel," of the Standard Specifications is amended to read:

• Prestressing steel shall be high-tensile wire conforming to the requirements in ASTM Designation: A 421, including Supplement I; high-tensile seven-wire strand conforming to the requirements in ASTM Designation: A 416; or uncoated

high-strength steel bars conforming to the requirements in ASTM Designation: A 722, including all supplementary requirements. The maximum mass requirement of ASTM Designation: A 722 will not apply.

- In addition to the requirements of ASTM Designation: A 722, for deformed bars, the reduction of area shall be determined from a bar from which the deformations have been removed. The bar shall be machined no more than necessary to remove the deformations over a length of 300 mm, and reduction will be based on the area of the machined portion.
- In addition to the requirements specified herein, epoxy-coated seven-wire prestressing steel strand shall be grit impregnated and filled in conformance with the requirements in ASTM Designation: A 882/A 882M, including Supplement I, and the following:

A. The coating material shall be on the Department's list of approved coating materials for epoxy-coated strand, available from the Transportation Laboratory.
B. The film thickness of the coating after curing shall be 381 µm to 1143 µm.
C. Prior to coating the strand, the Contractor shall furnish to the Transportation Laboratory a representative 230-g sample from each batch of epoxy coating material to be used. Each sample shall be packaged in an airtight container identified with the manufacturer's name and batch number.
D. Prior to use of the epoxy-coated strand in the work, written certifications referenced in ASTM Designation: A 882/A 882M, including a representative load-elongation curve for each size and grade of strand to be used and a copy of the quality control tests performed by the manufacturer, shall be furnished to the Engineer.
E. In addition to the requirements in Section 50-1.10, "Samples for Testing," four 1.5-m long samples of coated strand and one 1.5-m long sample of uncoated strand of each size and reel shall be furnished to the Engineer for testing. These samples, as selected by the Engineer, shall be representative of the material to be used in the work.
F. Epoxy-coated strand shall be cut using an abrasive saw.
G. All visible damage to coatings caused by shipping and handling, or during installation, including cut ends, shall be repaired in conformance with the requirements in ASTM Designation: A 882/A 882M. The patching material shall be furnished by the manufacturer of the epoxy powder and shall be applied in conformance with the manufacturer's written recommendations. The patching material shall be compatible with the original epoxy coating material and shall be inert in concrete.

- All bars in any individual member shall be of the same grade, unless otherwise permitted by the Engineer.
- When bars are to be extended by the use of couplers, the assembled units shall have a tensile strength of not less than the manufacturer's minimum guaranteed ultimate tensile strength of the bars. Failure of any one sample to meet this requirement will be cause for rejection of the heat of bars and lot of couplers. The location of couplers in the member shall be subject to approval by the Engineer.
- Wires shall be straightened if necessary to produce equal stress in all wires or wire groups or parallel lay cables that are to be stressed simultaneously or when necessary to ensure proper positioning in the ducts.
- Where wires are to be button-headed, the buttons shall be cold formed symmetrically about the axes of the wires. The buttons shall develop the minimum guaranteed ultimate tensile strength of the wire. No cold forming process shall be used that causes indentations in the wire. Buttonheads shall not contain wide open splits, more than 2 splits per head, or splits not parallel with the axis of the wire.
- Prestressing steel shall be protected against physical damage and rust or other results of corrosion at all times from manufacture to grouting or encasing in concrete. Prestressing steel that has sustained physical damage at any time shall be rejected. The development of visible rust or other results of corrosion shall be cause for rejection, when ordered by the Engineer.
- Epoxy-coated prestressing steel strand shall be covered with an opaque polyethylene sheeting or other suitable protective material to protect the strand from exposure to sunlight, salt spray, and weather. For stacked coils, the protective covering shall be draped around the perimeter of the stack. The covering shall be adequately secured; however, it should allow for air circulation around the strand to prevent condensation under the covering. Epoxy-coated strand shall not be stored within 300 m of ocean or tidal water for more than 2 months.
- Prestressing steel shall be packaged in containers or shipping forms for the protection of the steel against physical damage and corrosion during shipping and storage. Except for epoxy-coated strand, a corrosion inhibitor which prevents rust or other results of corrosion, shall be placed in the package or form, or shall be incorporated in a corrosion inhibitor carrier type packaging material, or when permitted by the Engineer, may be applied directly to the steel. The corrosion inhibitor shall have no deleterious effect on the steel or concrete or bond strength of steel to concrete. Packaging or forms damaged from any cause shall be immediately replaced or restored to original condition.
- The shipping package or form shall be clearly marked with a statement that the package contains high-strength prestressing steel, and the type of corrosion inhibitor used, including the date packaged.
- Prestressing steel for post-tensioning which is installed in members prior to placing and curing of the concrete, and which is not epoxy-coated, shall be continuously protected against rust or other results of corrosion, until grouted, by means

of a corrosion inhibitor placed in the ducts or applied to the steel in the duct. The corrosion inhibitor shall conform to the provisions specified herein.

- When steam curing is used, prestressing steel for post-tensioning shall not be installed until the steam curing is completed.
- Water used for flushing ducts shall contain either quick lime (calcium oxide) or slaked lime (calcium hydroxide) in the amount of 0.01-kg/L. Compressed air used to blow out ducts shall be oil free.
- When prestressing steel for post-tensioning is installed in the ducts after completion of concrete curing, and if stressing and grouting are completed within 10 days after the installation of the prestressing steel, rust which may form during those 10 days will not be cause for rejection of the steel. Prestressing steel installed, tensioned, and grouted in this manner, all within 10 days, will not require the use of a corrosion inhibitor in the duct following installation of the prestressing steel. Prestressing steel installed as above but not grouted within 10 days shall be subject to all the requirements in this section pertaining to corrosion protection and rejection because of rust. The requirements in this section pertaining to tensioning and grouting within 10 days shall not apply to epoxy-coated prestressing steel strand.
- Any time prestressing steel for pretensioning is placed in the stressing bed and is exposed to the elements for more than 36 hours prior to encasement in concrete, adequate measures shall be taken by the Contractor, as approved by the Engineer, to protect the steel from contamination or corrosion.
- After final fabrication of the seven-wire prestressing steel strand, no electric welding of any form shall be performed on the prestressing steel. Whenever electric welding is performed on or near members containing prestressing steel, the welding ground shall be attached directly to the steel being welded.
- Pretensioned prestressing steel shall be cut off flush with the end of the member. For epoxy-coated prestressing steel, only abrasive saws shall be used to cut the steel. The exposed ends of the prestressing steel and a 25-mm strip of adjoining concrete shall be cleaned and painted. Cleaning shall be by wire brushing or abrasive blast cleaning to remove all dirt and residue on the metal or concrete surfaces. Immediately after cleaning, the surfaces shall be covered with one application of unthinned zinc-rich primer (organic vehicle type) conforming to the provisions in Section 91, "Paint," except that 2 applications shall be applied to surfaces which will not be covered by concrete or mortar. Aerosol cans shall not be used. The paint shall be thoroughly mixed at the time of application and shall be worked into any voids in the prestressing tendons.

The seventh paragraph in Section 50-1.07, "Ducts," of the Standard Specifications is amended to read:

- All ducts with a total length of 120 m or more shall be vented. Vents shall be placed at intervals of not more than 120 m and shall be located within 2 m of every high point in the duct profile. Vents shall be 12 mm minimum diameter standard pipe or suitable plastic pipe. Connections to ducts shall be made with metallic or plastic structural fasteners. Plastic components, if selected, shall not react with the concrete or enhance corrosion of the prestressing steel and shall be free of water soluble chlorides. The vents shall be mortar tight, taped as necessary, and shall provide means for injection of grout through the vents and for sealing the vents. Ends of vents shall be removed 25 mm below the roadway surface after grouting has been completed.

The sixth paragraph of Section 50-1.08, "Prestressing," of the Standard Specifications is amended to read:

- The following formula and friction coefficients shall be used in calculating friction losses in tendons:

$$To = Txe^{(\mu\alpha + KL)}$$

Where:

To = steel stress at jacking end
Tx = steel stress at any point x
e = base of Naperian logarithms
μ = friction curvature coefficient
α = total angular change of prestressing steel profile in radians from jacking end to point x
K = friction wobble coefficient (=0.00066/m)
L = length of prestressing steel from jacking end to point x

Type of Steel Tendon	Length of Tendon L(m)	Type of Duct	μ
Wire or Strand	0 to less than 183	Rigid or semi-rigid galvanized sheet metal	0.15
	183 to less than 275		0.20
	275 to less than 366		0.25
	Greater than or equal to 366		0.25*
Wire or Strand	All	Plastic	0.23
	All	Rigid Steel Pipes	0.25*
High Strength Bar	All	Rigid or semi-rigid galvanized sheet metal	0.30

* With the use of lubrication

The thirteenth and fourteenth paragraphs in Section 50-1.08, "Prestressing," of the Standard Specifications are amended to read:

- Prestressing steel in pretensioned members shall not be cut or released until the concrete in the member has attained a compressive strength of not less than the value shown on the plans or 28 MPa, whichever is greater. In addition to these concrete strength requirements, when epoxy-coated prestressing steel strand is used, the steel shall not be cut or released until the temperature of the concrete surrounding the strand is less than 65°C, and falling.
- When ordered by the Engineer, prestressing steel strands in pretensioned members, if tensioned individually, shall be checked by the Contractor for loss of prestress not more than 48 hours prior to placing concrete for the members. The method and equipment for checking the loss of prestress shall be subject to approval by the Engineer. Strands which show a loss of prestress in excess of 3 percent shall be retensioned to the original computed jacking stress.

Item 2 of the eleventh paragraph in Section 50-1.08, "Prestressing," of the Standard Specifications is amended to read:

2. When the concrete is designated by class or cementitious material content, either the concrete compressive strength shall have reached the strength shown on the plans at the time of stressing or at least 28 days shall have elapsed since the last concrete to be prestressed has been placed, whichever occurs first.

The second and third paragraphs in Section 50-1.09, "Bonding and Grouting," of the Standard Specifications are amended to read:

- Grout shall consist of cement and water and may contain an admixture if approved by the Engineer.
- Cement shall conform to the provisions in Section 90-2.01A, "Cement."

The fifth paragraph in Section 50-1.10, "Samples for Testing," of the Standard Specifications is amended to read:

- The following samples of materials and tendons, selected by the Engineer from the prestressing steel at the plant or jobsite, shall be furnished by the Contractor to the Engineer well in advance of anticipated use:

A. For wire or bars, one 2-m long sample and for strand, one 1.5-m long sample, of each size shall be furnished for each heat or reel.
B. For epoxy-coated strand, one 1.5-m long sample of uncoated strand of each size shall be furnished for each reel.
C. If the prestressing tendon is a bar, one 2-m long sample shall be furnished and in addition, if couplers are to be used with the bar, two 1.25-m long samples of bar, equipped with one coupler and fabricated to fit the coupler, shall be furnished.

The first paragraph in Section 50-1.11, "Payment," of the Standard Specifications is amended to read:

• No separate payment will be made for pretensioning precast concrete members. Payment for pretensioning precast concrete members shall be considered as included in the contract price paid for furnish precast members as provided for in Section 51, "Concrete Structures."

The second paragraph in Section 50-1.11, "Payment," of the Standard Specifications is amended to read:

• The contract lump sum prices paid for prestressing cast-in-place concrete of the types listed in the Engineer's Estimate shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all work involved in furnishing, placing, and tensioning the prestressing steel in cast-in-place concrete structures, complete in place, as shown on the plans, as specified in these specifications and the special provisions, and as directed by the Engineer.

SECTION 51: CONCRETE STRUCTURES

Issue Date: October 5, 2007

The eleventh paragraph in Section 51-1.05, "Forms," of the Standard Specifications is amended to read:

• Form panels for exposed surfaces shall be furnished and placed in uniform widths of not less than 0.9-m and in uniform lengths of not less than 1.8 m, except at the end of continuously formed surfaces where the final panel length required is less than 1.8 m. Where the width of the member formed is less than 0.9-m, the width of the panels shall be not less than the width of the member. Panels shall be arranged in symmetrical patterns conforming to the general lines of the structure. Except when otherwise provided herein or shown on the plans, panels for vertical surfaces shall be placed with the long dimension horizontal and with horizontal joints level and continuous. Form panels for curved surfaces of columns shall be continuous for a minimum of one quarter of the circumference, or 1.8 m. For walls with sloping footings which do not abut other walls, panels may be placed with the long dimension parallel to the footing. Form panels on each side of the panel joint shall be precisely aligned, by means of supports or fasteners common to both panels, to result in a continuous unbroken concrete plane surface. When prefabricated soffit panels are used, form filler panels joining prefabricated panels shall have a uniform minimum width of 0.3-m and shall produce a smooth uniform surface with consistent longitudinal joint lines between the prefabricated panels.

The first and second paragraph in Section 51-1.06A, "Falsework Design and Drawings," of the Standard Specifications are amended to read:

• The Contractor shall submit to the Engineer working drawings and design calculations for falsework proposed for use at bridges. For bridges where the height of any portion of the falsework, as measured from the ground line to the soffit of the superstructure, exceeds 4.25 m; or where any individual falsework clear span length exceeds 4.85 m; or where provision for vehicular, pedestrian, or railroad traffic through the falsework is made; the drawings shall be signed by an engineer who is registered as a Civil Engineer in the State of California. Six sets of the working drawings and 2 copies of the design calculations shall be furnished. Additional working drawings and design calculations shall be submitted to the Engineer when specified in "Railroad Relations and Insurance" of the special provisions.

• The falsework drawings shall include details of the falsework erection and removal operations showing the methods and sequences of erection and removal and the equipment to be used. The details of the falsework erection and removal operations shall demonstrate the stability of all or any portions of the falsework during all stages of the erection and removal operations.

The seventh paragraph in Section 51-1.06A, "Falsework Design and Drawings," of the Standard Specifications is amended to read:

• In the event that several falsework plans are submitted simultaneously, or an additional plan is submitted for review before the review of a previously submitted plan has been completed, the Contractor shall designate the sequence in which the plans are to be reviewed. In such event, the time to be provided for the review of any plan in the sequence shall be not less than the review time specified above for that plan, plus 2 weeks for each plan of higher priority which is still under review. A falsework plan submittal shall consist of plans for a single bridge or portion thereof. For multi-frame bridges, each frame shall require a separate falsework plan submittal.

Section 51-1.06A, "Falsework Design and Drawings," of the Standard Specifications is amended by adding the following paragraphs:

- If structural composite lumber is proposed for use, the falsework drawings shall clearly identify the structural composite lumber members by grade (E value), species, and type. The Contractor shall provide technical data from the manufacturer showing the tabulated working stress values of the composite lumber. The Contractor shall furnish a certificate of compliance as specified in Section 6-1.07, "Certificates of Compliance," for each delivery of structural composite lumber to the project site.
- For falsework piles with a calculated loading capacity greater than 900 kN, the falsework piles shall be designed by an engineer who is registered as either a Civil Engineer or a Geotechnical Engineer in the State of California, and the calculations shall be submitted to the Engineer.

The first paragraph in Section 51-1.06A(1), "Design Loads," of the Standard Specifications is amended to read:

- The design load for falsework shall consist of the sum of dead and live vertical loads, and an assumed horizontal load. The minimum total design load for any falsework, including members that support walkways, shall be not less than 4800 N/m^2 for the combined live and dead load regardless of slab thickness.

The eighth paragraph in Section 51-1.06A(1), "Design Loads," of the Standard Specifications is amended to read:

- In addition to the minimum requirements specified in this Section 51-1.06A, falsework for box girder structures with internal falsework bracing systems using flexible members capable of withstanding tensile forces only, shall be designed to include the vertical effects caused by the elongation of the flexible member and the design horizontal load combined with the dead and live loads imposed by concrete placement for the girder stems and connected bottom slabs. Falsework comprised of individual steel towers with bracing systems using flexible members capable of withstanding tensile forces only to resist overturning, shall be exempt from these additional requirements.

The third paragraph in Section 51-1.06B, "Falsework Construction," of the Standard Specifications is amended to read:

- When falsework is supported on piles, the piles shall be driven and the actual nominal resistance assessed in conformance with the provisions in Section 49, "Piling."

Section 51-1.06B, "Falsework Construction," of the Standard Specifications is amended by adding the following paragraphs:

- For falsework piles with a calculated nominal resistance greater than 1800 kN, the Contractor shall conduct dynamic monitoring of pile driving and generate field acceptance criteria based on a wave equation analysis. These analyses shall be signed by an engineer who is registered as a Civil Engineer in the State of California and submitted to the Engineer prior to completion of falsework erection.

- Prior to the placement of falsework members above the stringers, the final bracing system for the falsework shall be installed.

Section 51-1.06C, "Removing Falsework," of the Standard Specifications is amended by adding the following paragraph:

- The falsework removal operation shall be conducted in such a manner that any portion of the falsework not yet removed remains in a stable condition at all times.

The sixth paragraph in Section 51-1.09, "Placing Concrete," of the Standard Specifications is amended to read:

- Vibrators used to consolidate concrete containing epoxy-coated bar reinforcement or epoxy-coated prestressing steel shall have a resilient covering to prevent damage to the epoxy-coating on the reinforcement or prestressing steel.

The fourth paragraph in Section 51-1.12D, "Sheet Packing, Preformed Pads, and Board Fillers," of the Standard Specifications is amended to read:

- Expanded polystyrene shall be a commercially available polystyrene board. Expanded polystyrene shall have a minimum flexural strength of 240 kPa determined in conformance with the requirements in ASTM Designation: C 203 and a compressive yield strength of between 110 and 275 kPa at 5 percent compression. Surfaces of expanded polystyrene against which concrete is placed shall be faced with hardboard. Hardboard shall be 3 mm minimum thickness, conforming to ANSI A135.4, any class. Other facing materials may be used provided they furnish equivalent protection. Boards shall be held in place by nails, waterproof adhesive, or other means approved by the Engineer.

Section 51-1.12F, "Sealed Joints," of the Standard Specifications is amended by adding the following paragraph:

- The opening of the joints at the time of placing shall be that shown on the plans adjusted for temperature. Care shall be taken to avoid impairment of the clearance in any manner.

The first paragraph in Section 51-1.12F, "Sealed Joints," of the Standard Specifications is amended to read:

- Where shown on the plans, joints in structures shall be sealed with joint seals, joint seal assemblies, or seismic joints in conformance with the details shown on the plans, the provisions in these specifications, and the special provisions.

The 2nd paragraph of Section 51-1.12F, "Sealed Joints," of the Standard Specifications is amended to read:

- Type A and AL joint seals shall consist of a groove in the concrete that is filled with field-mixed silicone sealant.

The fourth paragraph in Section 51-1.12F, "Sealed Joints," of the Standard Specifications is amended to read:

- Joint seal assemblies and seismic joints shall consist of metal or metal and elastomeric assemblies which are anchored or cast into a recess in the concrete over the joint. Strip seal joint seal assemblies consist of only one joint cell. Modular unit joint seal assemblies consist of more than one joint cell.

The fifth paragraph in Section 51-1.12F, "Sealed Joints," of the Standard Specifications is amended to read:

- The Movement Rating (MR) shall be measured normal to the longitudinal axis of the joint. The type of seal to be used for the MR shown on the plans shall be as follows:

Movement Rating (MR)	Seal Type
MR ≤ 25 mm	Type A or Type B
25 mm < MR ≤ 50 mm	Type B
50 mm < MR ≤ 100 mm	Joint Seal Assembly (Strip Seal)
MR > 100 mm	Joint Seal Assembly (Modular Unit) or Seismic Joint

The 1st paragraph of Section 51-1.12F(3)(a), "Type A and AL Seal," of the Standard Specifications is amended to read:

- The sealant must consist of a 2-component silicone sealant that will withstand up to ±50 percent movement.

The 2nd paragraph of Section 51-1.12F(3)(a), "Type A and AL Seal," of the Standard Specifications is amended to read:

- Silicone sealants must be tested under California Test 435 and must comply with the following:

Specification	Requirement
Modulus at 150 percent elongation	35–520 kPa
Recovery	17 mm max.
Notch Test	Notched or loss of bond 6 mm, max.
Water Resistance	Notched or loss of bond 6 mm, max.
Ultraviolet Exposure ASTM Designation: G 154, Table X2.1,Cycle 2.	No more than slight checking or cracking.
Cone Penetration	4.5-12.0 mm

The 3rd paragraph of Section 51-1.12F(3)(a), "Type A and AL Seal," of the Standard Specifications is deleted.

The 8th paragraph of Section 51-1.12F(3)(a), "Type A and AL Seal," of the Standard Specifications is deleted.

The 10th paragraph of Section 51-1.12F(3)(a), "Type A and AL Seal," of the Standard Specifications is amended to read:

• A Certificate of Compliance accompanied by a certified test report must be furnished for each batch of silicone sealant in conformance with the provisions in Section 6-1.07, "Certificates of Compliance."

The 2nd paragraph of Section 51-1.12F(3)(b), "Type B Seal," of the Standard Specifications is amended to read:

• The preformed elastomeric joint seal must conform to the requirements in ASTM D 2628 and the following:

1. The seal must consist of a multichannel, nonporous, homogeneous material furnished in a finished extruded form.
2. The minimum depth of the seal measured at the contact surface must be at least 95 percent of the minimum uncompressed width of the seal as designated by the manufacturer.
3. When tested in conformance with the requirements in California Test 673 for Type B seals, joint seals must provide a movement rating (MR) of not less than that shown on the plans.
4. The top and bottom edges of the joint seal must maintain continuous contact with the sides of the groove over the entire range of joint movement.
5. The seal must be furnished full length for each joint with no more than 1 shop splice in any 18 m length of seal.
6. The Contractor must demonstrate the adequacy of the procedures to be used in the work before installing seals in the joints.
7. One field splice per joint may be made at locations and by methods approved by the Engineer. The seals are to be manufactured full length for the intended joint, then cut at the approved splice section and rematched before splicing. The Contractor must submit splicing details prepared by the joint seal manufacturer for approval before beginning splicing work.
8. Shop splices and field splices must have no visible offset of exterior surfaces and must show no evidence of bond failure.
9. At all open ends of the seal that would admit water or debris, each cell must be filled to a depth of 80 mm with commercial quality open cell polyurethane foam or closed by other means subject to approval by the Engineer.

The 7th paragraph of Section 51-1.12F(3)(b), "Type B Seal," of the Standard Specifications is amended to read:

• The joint seal must be installed full length for each joint with equipment that does not twist or distort the seal, elongate the seal longitudinally, or otherwise cause damage to the seal or to the concrete forming the groove.

Section 51-1.12F(3)(c), "Joint Seal Assemblies," of the Standard Specifications is amended to read:

(c) Joint Seal Assemblies and Seismic Joints

• Joint seal assemblies and seismic joints shall be furnished and installed in joints in bridge decks as shown on the plans and as specified in the special provisions.

The eighth paragraph in Section 51-1.12H(1), "Plain and Fabric Reinforced Elastomeric Bearing Pads," of the Standard Specifications is amended to read:

• The elastomer, as determined from test specimens, shall conform to the following:

Test	ASTM Designation	Requirement
Tensile strength, MPa	D 412	15.5 Min.
Elongation at break, percent	D 412	350 Min.
Compression set, 22 h at 70°C, percent	D 395 (Method B)	25 Max.
Tear strength, kN/m	D 624 (Die C)	31.5 Min.
Hardness (Type A)	D 2240 with 2 kg. mass	55 ±5
Ozone resistance 20% strain, 100 h at 40°C ±2°C	D 1149 (except 100 ±20 parts per 100 000 000)	No cracks
Instantaneous thermal stiffening at -40°C	D 1043	Shall not exceed 4 times the stiffness measured at 23°C
Low temperature brittleness at -40°C	D 746 (Procedure B)	Pass

The table in the ninth paragraph of Section 51-1.12H(1), "Plain and Fabric Reinforced Elastomeric Bearing Pads," of the Standard Specifications is amended to read:

Tensile strength, percent	-15
Elongation at break, percent	-40; but not less than 300% total elongation of the material
Hardness, points	+10

The first paragraph in Section 51-1.12H(2), "Steel Reinforced Elastomeric Bearings," of the Standard Specifications is amended to read:

- Steel reinforced elastomeric bearings shall conform to the requirements for steel-laminated elastomeric bearings in ASTM Designation: D 4014 and the following:

A. The bearings shall consist of alternating steel laminates and internal elastomer laminates with top and bottom elastomer covers. Steel laminates shall have a nominal thickness of 1.9 mm (14 gage). Internal elastomer laminates shall have a thickness of 12 mm, and top and bottom elastomer covers shall each have a thickness of 6 mm. The combined thickness of internal elastomer laminates and top and bottom elastomer covers shall be equal to the bearing pad thickness shown on the plans. The elastomer cover to the steel laminates at the sides of the bearing shall be 3 mm. If guide pins or other devices are used to control the side cover over the steel laminates, any exposed portions of the steel laminates shall be sealed by vulcanized patching. The length, width, or diameter of the bearings shall be as shown on the plans.
B. The total thickness of the bearings shall be equal to the thickness of elastomer laminates and covers plus the thickness of the steel laminates.
C. Elastomer for steel reinforced elastomeric bearings shall conform to the provisions for elastomer in Section 51-1.12H(1), "Plain and Fabric Reinforced Elastomeric Bearing Pads."
D. A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," shall be furnished to the Engineer certifying that the bearings to be furnished conform to all of the above provisions. The Certificate of Compliance shall be supported by a certified copy of the results of tests performed by the manufacturer on the bearings.
E. One sample bearing shall be furnished to the Engineer from each lot of bearings to be furnished for the contract. Samples shall be available at least 3 weeks in advance of intended use. The sample bearing shall be one of the following:

Bearing Pad Thickness as Shown on the Plans	Sample Bearing
≤ 50 mm	Smallest complete bearing shown on the plans
> 50 mm	* 57 ± 3 mm thick sample not less than 200 mm x 305 mm in plan and cut by the manufacturer from the center of one of the thickest complete bearings

* The sample bearing plus remnant parts of the complete bearing shall be furnished to the Engineer.

F. A test specimen taken from the sample furnished to the Engineer will be tested in conformance with the requirements in California Test 663. Specimens tested shall show no indication of loss of bond between the elastomer and steel laminates.

The first paragraph in Section 51-1.135, "Mortar," of the Standard Specifications is amended to read:

• Mortar shall be composed of cementitious material, sand, and water proportioned and mixed as specified in this Section 51-1.135.

The third paragraph in Section 51-1.135, "Mortar," of the Standard Specifications is amended to read:

• The proportion of cementitious material to sand, measured by volume, shall be 1:2 unless otherwise specified.

The fourth paragraph in Section 51-1.14, "Waterstops," of the Standard Specifications is amended to read:

• Neoprene shall be manufactured from a vulcanized elastomeric compound containing neoprene as the sole elastomer and shall conform to the following:

Test	ASTM Designation	Requirement
Tensile strength, MPa	D 412	13.8 Min.
Elongation at break, percent	D 412	300 Min.
Compression set, 22 h at 70°C, percent	D 395 (Method B)	30 Max.
Tear strength, kN/m	D 624 (Die C)	26.3 Min.
Hardness (Type A)	D 2240	55±5
Ozone resistance 20% strain, 100 h at 38°C ±1°C	D 1149 (except 100± 20 parts per 100 000 000)	No cracks
Low temperature brittleness at -40°C	D 746 (Procedure B)	Pass
Flame resistance	C 542	Must not propagate flame
Oil Swell, ASTM Oil #3, 70 h at 100°C, volume change, percent	D 471	80 Max.
Water absorption, immersed 7 days at 70°C, change in mass, percent	D 471	15 Max.

The first sentence of the fourth paragraph in Section 51-1.17, "Finish Bridge Decks," of the Standard Specifications is amended to read:

• The smoothness of completed roadway surfaces of structures, approach slabs and the adjacent 15 m of approach pavement, and the top surfaces of concrete decks which are to be covered with another material, will be tested by the Engineer with a bridge profilograph in conformance with the requirements in California Test 547 and the requirements herein.

Section 51-1.17, "Finishing Bridge Decks," of the Standard Specifications is amended by deleting the seventh, thirteenth and fourteenth paragraphs and adding the following subsection:

51-1.17A DECK CRACK TREATMENT

- The Contractor shall use all means necessary to minimize the development of shrinkage cracks.

- The Contractor shall remove all equipment and materials from the deck and clean the surface as necessary for the Engineer to measure the surface crack intensity. Surface crack intensity will be determined by the Engineer after completion of concrete cure, before prestressing, and before the release of falsework. In any 50 square meter portion of deck within the limits of the new concrete deck, should the intensity of cracking be such that there are more than 5 m of cracks whose width at any location exceeds 0.5 mm**,** the deck shall be treated with methacrylate resin. The area of deck to be treated shall have a width that extends for the entire width of new deck inside the concrete barriers and a length that extends at least 1.5 m beyond the furthest single continuous crack outside the 50 square meter portion, measured from where that crack exceeds 0.5 mm in width, as determined by the Engineer.
- Deck crack treatment shall include furnishing, testing, and application of methacrylate resin and sand. If grinding is required, deck treatment shall take place before grinding.

51-1.17A(1) Submittals

- Before starting deck treatment, the Contractor shall submit plans in conformance with Section 5-1.02, "Plans and Working Drawings," for the following:

1. Public safety plan for the use of methacrylate resin
2. Placement plan for the construction operation

- The plans shall identify materials, equipment, and methods to be used.
- The public safety plan for the use of methacrylate resin shall include details for the following:

1. Shipping
2. Storage
3. Handling
4. Disposal of residual methacrylate resin and the containers

- The placement plan for construction shall include the following:

1. Schedule of deck treatment for each bridge. The schedule shall be consistent with "Maintaining Traffic," of the special provisions and shall include time for the Engineer to perform California Test 342.
2. Methods and materials to be used, including the following:

    2.1. Description of equipment for applying the resin
    2.2. Description of equipment for applying the sand
    2.3. Gel time range and final cure time for the resin

- If the measures proposed in the safety plan are inadequate to provide for public safety associated with the use of methacrylate resin, the Engineer will reject the plan and direct the Contractor to revise the plan. Directions for revisions will be in writing and include detailed comments. The Engineer will notify the Contractor of the approval or rejection of a submitted or revised plan within 15 days of receipt of that plan.
- In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays."

51-1.17A(2) Materials

- Before using methacrylate resin, a Material Safety Data Sheet shall be submitted for each shipment of resin.
- Methacrylate resin shall be low odor and have a high molecular weight. Before adding initiator, the resin shall have a maximum volatile content of 30 percent when tested in conformance with the requirements in ASTM Designation: D 2369, and shall conform to the following:

PROPERTY	REQUIREMENT	TEST METHOD
* Viscosity	0.025 Pa·s, maximum, (Brookfield RVT with UL adaptor, 50 RPM at 25°C	ASTM D 2196
* Specific Gravity	0.90 minimum, at 25°C	ASTM D 1475
* Flash Point	82°C, minimum	ASTM D 3278
* Vapor Pressure	1.0 mm Hg, maximum, at 25°C	ASTM D 323
Tack-free Time	400 minutes, maximum, at 25°C	Specimen prepared per California Test 551
PCC Saturated Surface-Dry Bond Strength	3.5 MPa, minimum at 24 hours and 21±1°C	California Test 551
* Test shall be performed before adding initiator.		

51-1.17A(3) Testing

- The Contractor shall allow 20 days for sampling and testing by the Engineer of the methacrylate resin before proposed use. If bulk resin is to be used, the Contractor shall notify the Engineer in writing at least 15 days before the delivery of the bulk resin to the job site. Bulk resin is any resin stored in containers in excess of 209 liters.
- Before starting production treatment, the Contractor shall treat a test area of approximately 50 square meters that is within the project limits and at a location approved by the Engineer. When available the test area shall be outside of the traveled way. Weather and pavement conditions during the test treatment shall be similar to those expected on the deck. Equipment used for testing shall be similar to those used for deck treating operations.
- During test and production deck treatment, test tiles shall be used to evaluate the resin cure time. The Contractor shall coat at least one 102 mm x 102 mm commercial quality smooth glazed tile for each batch of methacrylate resin. The coated tile shall be placed adjacent to the corresponding treated area. Sand shall not be applied to the test tiles.
- The acceptance criteria for a treated area is as follows:

1. The test tiles are dry to the touch.
2. The treated deck surface is tack free (non-oily).
3. The sand cover adheres and resists brushing by hand.
4. Excess sand has been removed by vacuuming or sweeping.
5. The coefficient of friction is at least 0.35 when tested in conformance with California Test 342.

- If a test or production area fails to meet the acceptance criteria, as determined by the Engineer, the treatment will be rejected, and the treatment shall be removed and replaced until the area complies with the acceptance criteria.

51-1.17A(4) Construction

- Equipment shall be fitted with suitable traps, filters, drip pans, or other devices as necessary to prevent oil or other deleterious material from being deposited on the deck.
- Before deck treatment with methacrylate resin, the bridge deck surface shall be cleaned by abrasive blasting, and all loose material shall be blown from visible cracks using high-pressure air. Concrete curing seals shall be cleaned from the deck surface to be treated, and the deck shall be dry when blast cleaning is performed. If the deck surface becomes contaminated at any time before placing the resin, the deck surface shall be cleaned by abrasive blasting.
- Where abrasive blasting is being performed within 3 m of a lane occupied by public traffic, the residue including dust shall be removed immediately after contact between the abrasive and the surface being treated. The removal shall be by a vacuum attachment operating concurrently with the abrasive blasting operation.
- A compatible promoter/initiator system shall be capable of providing the resin gel time range shown on the placement plan. Gel time shall be adjusted to compensate for the changes in temperature throughout treatment application.
- Resin shall be applied by machine and by using a two-part resin system with a promoted resin for one part and an initiated resin for the other part. This two-part resin system shall be combined at equal volumes to the spray bars through

separate positive displacement pumps. Combining of the 2 components shall be by either static in-line mixers or by external intersecting spray fans. The pump pressure at the spray bars shall not be great enough to cause appreciable atomization of the resin. Compressed air shall not be used to produce the spray. A shroud shall be used to enclose the spray bar apparatus.

- At the Contractor's option, manual application may be used. For manual application, (1) the quantity of resin mixed with promoter and initiator shall be limited to 20 L at a time, and (2) the resin shall be distributed by squeegees and brooms within 10 minutes after application.
- The Contractor shall apply methacrylate resin only to the specified area. Barriers, railing, joints, and drainage facilities shall be adequately protected to prevent contamination by the treatment material. Contaminated items shall be repaired at the Contractor's expense.
- The relative humidity shall be less than 90 percent at the time of treatment. The prepared area shall be dry and the surface temperature shall be at least 10°C , and not more than 38°C when the resin is applied. The rate of application of promoted/initiated resin shall be 2.2 square meter per liter; the exact rate shall be determined by the Engineer.
- The deck surfaces to be treated shall be completely covered with resin so the resin penetrates and fills all cracks. The resin shall be applied within 5 minutes after complete mixing. A significant increase in viscosity shall be cause for rejection. Excess material shall be redistributed by squeegees or brooms within 10 minutes after application. For textured deck surfaces, including grooved surfaces, excess material shall be removed from the texture indentations.
- After the resin has been applied, at least 20 minutes shall elapse before applying sand. The sand shall be commercial quality dry blast sand. At least 95 percent of the sand shall pass the 2.36-mm sieve and at least 95 percent shall be retained on the 850-µm sieve. The sand shall be applied at a rate of approximately one kilogram per square meter or until refusal as determined by the Engineer.
- Traffic will not be allowed on treated areas until the acceptance criteria has been met as determined by the Engineer.

The second paragraph in Section 51-1.18C, "Class 2 Surface Finish (Gun Finish)," of the Standard Specifications is amended to read:

- When Class 2 surface finish (gun finish) is specified, ordinary surface finish shall first be completed. The concrete surfaces shall then be abrasive blasted to a rough texture and thoroughly washed down with water. While the washed surfaces are damp, but not wet, a finish coating of machine applied mortar, approximately 6 mm thick, shall be applied in not less than 2 passes. The coating shall be pneumatically applied and shall consist of either (1) sand, cementitious material, and water mechanically mixed prior to its introduction to the nozzle or (2) premixed sand and cementitious material to which water is added prior to its expulsion from the nozzle. The use of admixtures shall be subject to the approval of the Engineer as provided in Section 90, "Portland Cement Concrete." Unless otherwise specified, supplementary cementitious materials will not be required. The proportion of cementitious material to sand shall be not less than one to 4, unless otherwise directed by the Engineer. Sand shall be of a grading suitable for the purpose intended. The machines shall be operated and the coating shall be applied in conformance with standard practice. The coating shall be firmly bonded to the concrete surfaces on which it is applied.

The fifth paragraph in Section 51-1.18C, "Class 2 Surface Finish (Gun Finish)," of the Standard Specifications is amended to read:

- When surfaces to be finished are in pedestrian undercrossings, the sand shall be silica sand and the cementitious material shall be standard white portland cement.

The fourteenth paragraph in Section 51-1.23, "Payment," of the Standard Specifications is amended by deleting "and injecting epoxy in cracks".

Section 51-1.23, "Payment," of the Standard Specifications is amended by adding the following:

- Full compensation for deck crack treatment, including execution of the public safety plan, shall be considered as included in the contract price paid per cubic yard for structural concrete, bridge, and no additional compensation will be allowed therefor.

SECTION 52: REINFORCEMENT

Issue Date: December 7, 2007

The first paragraph in Section 52-1.02A, "Bar Reinforcement," of the Standard Specifications is amended to read:

• Reinforcing bars shall be low-alloy steel deformed bars conforming to the requirements in ASTM Designation: A 706/A 706M, except that deformed or plain billet-steel bars conforming to the requirements in ASTM Designation: A 615/A 615M, Grade 280 or 420, may be used as reinforcement in the following 5 categories:

A. Slope and channel paving,
B. Minor structures,
C. Sign and signal foundations (pile and spread footing types),
D. Roadside rest facilities, and
E. Concrete barrier Type 50 and Type 60 series and temporary railing.

The third paragraph in Section 52-1.04, "Inspection," of the Standard Specifications is amended to read:

• A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," shall also be furnished for each shipment of epoxy-coated bar reinforcement or wire reinforcement certifying that the coated reinforcement conforms to the requirements in ASTM Designation: A 775/A 775M or A 884/A 884M respectively, and the provisions in Section 52-1.02B, "Epoxy-coated Reinforcement." The Certificate of Compliance shall include all of the certifications specified in ASTM Designation: A 775/A 775M or A 884/A 884M respectively.

The third paragraph of Section 52-1.06, "Bending," of the Standard Specifications is amended to read:

• Hooks and bends shall conform to the provisions of the Building Code Requirements for Structural Concrete of the American Concrete Institute.

Section 52-1.07 "Placing," of the Standard Specifications is amended by deleting item C of the third paragraph.

The eleventh paragraph in Section 52-1.07, "Placing," of the Standard Specifications is amended to read:

• Attention is directed to the provisions in Section 7-1.09, "Public Safety." Whenever a portion of an assemblage of bar reinforcing steel that is not encased in concrete exceeds 6 m in height, the Contractor shall submit to the Engineer for approval, in accordance with the provisions in Section 5-1.02, "Plans and Working Drawings," working drawings and design calculations for the temporary support system to be used. The working drawings and design calculations shall be signed by an engineer who is registered as a Civil Engineer in the State of California. The temporary support system shall be designed to resist all expected loads and shall be adequate to prevent collapse or overturning of the assemblage. If the installation of forms or other work requires revisions to or temporary release of any portion of the temporary support system, the working drawings shall show the support system to be used during each phase of construction. The minimum horizontal wind load to be applied to the bar reinforcing steel assemblage, or to a combined assemblage of reinforcing steel and forms, shall be the sum of the products of the wind impact area and the applicable wind pressure value for each height zone. The wind impact area is the total projected area of the cage normal to the direction of the applied wind. Wind pressure values shall be determined from the following table:

Height Zone (Meters above ground)	Wind Pressure Value (Pa)
0-9.0	960
9.1-15.0	1200
15.1-30.0	1440
Over 30	1675

Section 52-1.08 "Splicing," of the Standard Specifications is amended to read:

52-1.08 SPLICING

• Splices of reinforcing bars shall consist of lap splices, service splices, or ultimate butt splices.

• Splicing of reinforcing bars will not be permitted at a location designated on the plans as a "No-Splice Zone." At the option of the Contractor, reinforcing bars may be continuous at locations where splices are shown on the plans. The location of splices, except where shown on the plans, shall be determined by the Contractor using available commercial lengths where practicable.

• Unless otherwise shown on the plans, splices in adjacent reinforcing bars at any particular section shall be staggered. The minimum distance between staggered lap splices or mechanical lap splices shall be the same as the length required for a

lap splice in the largest bar. The minimum distance between staggered butt splices shall be 600 mm, measured between the midpoints of the splices along a line which is centered between the axes of the adjacent bars.

52-1.08A Lap Splicing Requirements

• Splices made by lapping shall consist of placing reinforcing bars in contact and wiring them together, maintaining the alignment of the bars and the minimum clearances. Should the Contractor elect to use a butt welded or mechanical splice at a location not designated on the plans as requiring a service or ultimate butt splice, this splice shall conform to the testing requirements for service splice.

• Reinforcing bars shall not be spliced by lapping at locations where the concrete section is not sufficient to provide a minimum clear distance of 50 mm between the splice and the nearest adjacent bar. The clearance to the surface of the concrete specified in Section 52-1.07, "Placing," shall not be reduced.

• Reinforcing bars Nos. 43 and 57 shall not be spliced by lapping.

• Where ASTM Designations: A 615/A 615M, Grade 420 or A 706/A 706M reinforcing bars are required, the length of lap splices shall be as follows: Reinforcing bars No. 25 or smaller shall be lapped at least 45 diameters of the smaller bar joined; and reinforcing bars Nos. 29, 32, and 36 shall be lapped at least 60 diameters of the smaller bar joined, except when otherwise shown on the plans.

• Where ASTM Designation: A 615/A 615M, Grade 280 reinforcing bars are permitted, the length of lap splices shall be as follows: Reinforcing bars No. 25 or smaller shall be lapped at least 30 diameters of the smaller bar joined; and reinforcing bars Nos. 29, 32, and 36 shall be lapped at least 45 diameters of the smaller bar joined, except when otherwise shown on the plans.

• Splices in bundled bars shall conform to the following:

A In bundles of 2 bars, the length of the lap splice shall be the same as the length of a single bar lap splice.
B. In bundles of 3 bars, the length of the lap splice shall be 1.2 times the length of a single bar lap splice.

• Welded wire fabric shall be lapped such that the overlap between the outermost cross wires is not less than the larger of:

A. 150 mm,
B. The spacing of the cross wires plus 50 mm, or
C. The numerical value of the longitudinal wire size (MW-Size Number) times 370 divided by the spacing of the longitudinal wires in millimeters.

52-1.08B Service Splicing and Ultimate Butt Splicing Requirements

• Service splices and ultimate butt splices shall be either butt welded or mechanical splices, shall be used at the locations shown on the plans, and shall conform to the requirements of these specifications and the special provisions.

52-1.08B(1) Mechanical Splices

• Mechanical splices to be used in the work shall be on the Department's current prequalified list before use. The prequalified list can be obtained from the Department's internet site listed in the special provisions or by contacting the Transportation Laboratory directly.

• When tested in conformance with the requirements in California Test 670, the total slip shall not exceed the values listed in the following table:

Reinforcing Bar Number	Total Slip (μm)
13	250
16	250
19	250
22	350
25	350
29	350
32	450
36	450
43	600
57	750

- Slip requirements shall not apply to mechanical lap splices, splices that are welded, or splices that are used on hoops.
- Splicing procedures shall be in conformance with the manufacturer's recommendations, except as modified in this section. Splices shall be made using the manufacturer's standard equipment, jigs, clamps, and other required accessories.
- Splice devices shall have a clear coverage of not less than 40 mm measured from the surface of the concrete to the outside of the splice device. Stirrups, ties, and other reinforcement shall be adjusted or relocated, and additional reinforcement shall be placed, if necessary, to provide the specified clear coverage to reinforcement.
- The Contractor shall furnish the following information for each shipment of splice material in conformance with the provisions in Section 6-1.07, "Certificates of Compliance:"

A. The type or series identification of the splice material including tracking information for traceability.
B. The bar grade and size number to be spliced.
C. A copy of the manufacturer's product literature giving complete data on the splice material and installation procedures.
D. A statement that the splicing systems and materials used in conformance with the manufacturer's installation procedures will develop the required tensile strengths, based on the nominal bar area, and will conform to the total slip requirements and the other requirements in these specifications.
E. A statement that the splice material conforms to the type of mechanical splice in the Department's current prequalified list.

52-1.08B(2) Butt Welded Splices

- Except for resistance butt welds, butt welded splices of reinforcing bars shall be complete joint penetration butt welds conforming to the requirements in AWS D 1.4, and these specifications.
- Welders and welding procedures shall be qualified in conformance with the requirements in AWS D 1.4.
- Only the joint details and dimensions as shown in Figure 3.2, "Direct Butt Joints," of AWS D 1.4, shall be used for making complete joint penetration butt welds of bar reinforcement. Split pipe backing shall not be used.
- Butt welds shall be made with multiple weld passes using a stringer bead without an appreciable weaving motion. The maximum stringer bead width shall be 2.5 times the diameter of the electrode and slagging shall be performed between each weld pass. Weld reinforcement shall not exceed 4 mm in convexity.
- Electrodes used for welding shall meet the minimum Charpy V-notch impact requirement of 27°J at –20°C.
- For welding of bars conforming to the requirements of ASTM Designation: A 615/A 615M, Grade 280 or Grade 420, the requirements of Table 5.2, "Minimum Preheat and Interpass Temperatures," of AWS D 1.4 are superseded by the following:

The minimum preheat and interpass temperatures shall be 200°C for Grade 280 bars and 300°C for Grade 420 bars. Immediately after completing the welding, at least 150 mm of the bar on each side of the splice shall be covered by an insulated wrapping to control the rate of cooling. The insulated wrapping shall remain in place until the bar has cooled below 90°C.

- When welding different grades of reinforcing bars, the electrode shall conform to Grade 280 bar requirements and the preheat shall conform to the Grade 420 bar requirements.
- In the event that any of the specified preheat, interpass, and post weld cooling temperatures are not met, all weld and heat affected zone metal shall be removed and the splice rewelded.
- Welding shall be protected from air currents, drafts, and precipitation to prevent loss of heat or loss of arc shielding. The method of protecting the welding area from loss of heat or loss of arc shielding shall be subject to approval by the Engineer.
- Reinforcing bars shall not be direct butt spliced by thermite welding.
- Procedures to be used in making welded splices in reinforcing bars, and welders employed to make splices in reinforcing bars, shall be qualified by tests performed by the Contractor on sample splices of the type to be used, before making splices to be used in the work.

52-1.08B(3) Resistance Butt Welds

- Shop produced resistance butt welds shall be produced by a fabricator who is approved by the Transportation Laboratory. The list of approved fabricators can be obtained from the Department’s internet site or by contacting the Transportation Laboratory directly.
- Before manufacturing hoops using resistance butt welding, the Contractor shall submit to the Engineer the manufacturer's Quality Control (QC) manual for the fabrication of hoops. As a minimum, the QC manual shall include the following:

A. The pre-production procedures for the qualification of material and equipment.
B. The methods and frequencies for performing QC procedures during production.
C. The calibration procedures and calibration frequency for all equipment.
D. The welding procedure specification (WPS) for resistance welding.
E. The method for identifying and tracking lots.

52-1.08C Service Splice and Ultimate Butt Splice Testing Requirements

• The Contractor shall designate in writing a splicing Quality Control Manager (QCM). The QCM shall be responsible directly to the Contractor for 1) the quality of all service and ultimate butt splicing including the inspection of materials and workmanship performed by the Contractor and all subcontractors; and 2) submitting, receiving, and approving all correspondence, required submittals, and reports regarding service and ultimate splicing to and from the Engineer.

• The QCM shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors, who will provide other services or materials for the project. The QCM may be an employee of the Contractor.

• Testing on prequalification and production sample splices shall be performed at the Contractor's expense, at an independent qualified testing laboratory. The laboratory shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors who will provide other services or materials for the project, and shall have the following:

A. Proper facilities, including a calibrated tensile testing machine capable of breaking the largest size of reinforcing bar to be tested.
B. A device for measuring the total slip of the reinforcing bars across the splice to the nearest 25 µm, that, when placed parallel to the longitudinal axis of the bar is able to simultaneously measure movement across the splice at 2 locations 180 degrees apart.
C. Operators who have received formal training for performing the testing requirements of ASTM Designation: A 370 and California Test 670.
D. A record of annual calibration of testing equipment performed by an independent third party that has 1) standards that are traceable to the National Institute of Standards and Technology, and 2) a formal reporting procedure, including published test forms.

• The Contractor shall provide samples for quality assurance testing in conformance with the provisions in these specifications and the special provisions.

• Prequalification and production sample splices and testing shall conform to California Test 670 and these specifications.

• The Contractor shall ensure that sample splices are properly secured and transported to the testing laboratory in such a manner that no alterations to the physical conditions occur during transportation. Sample splices shall be tested in the same condition as received. No modifications to the sample splices shall be made before testing.

• Each set or sample splice, as defined herein, shall be identified as representing either a prequalification or production test sample splice.

• For the purpose of production testing, a lot of either service splices or ultimate butt splices is defined as 1) 150, or fraction thereof, of the same type of mechanical splices used for each bar size and each bar deformation pattern that is used in the work, or 2) 150, or fraction thereof, of complete joint penetration butt welded splices or resistance butt welded splices for each bar size used in the work. If different diameters of hoop reinforcement are shown on the plans, separate lots shall be used for each different hoop diameter.

• Whenever a lot of splices is rejected, the rejected lot and subsequent lots of splices shall not be used in the work until 1) the QCM performs a complete review of the Contractor's quality control process for these splices, 2) a written report is submitted to the Engineer describing the cause of failure for the splices in this lot and provisions for preventing similar failures in future lots, and 3) the Engineer has provided the Contractor with written notification that the report is acceptable. The Engineer shall have 3 working days after receipt of the report to provide notification to the Contractor. In the event the Engineer fails to provide notification within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in providing notification, the Contractor will be compensated for any resulting loss, and an extension of time will be granted in the same manner as provided for in Section 8-1.09, "Right of Way Delays."

52-1.08C(1) Splice Prequalification Report

• Before using any service splices or ultimate butt splices in the work, the Contractor shall submit a Splice Prequalification Report. The report shall include splice material information, names of the operators who will be performing the splicing, and descriptions of the positions, locations, equipment, and procedures that will be used in the work.

• The Splice Prequalification Report shall also include certifications from the fabricator for prequalifications of operators and procedures based on sample tests performed no more than 2 years before submitting the report. Each operator shall be certified by performing 2 sample splices for each bar size of each splice type that the operator will be performing in the work. For deformation-dependent types of splice devices, each operator shall be certified by performing 2 additional samples for each bar size and deformation pattern that will be used in the work.

• Prequalification sample splices shall be tested by an independent qualified testing laboratory and shall conform to the appropriate production test criteria and slip requirements specified herein. When epoxy-coated reinforcement is required, resistance butt welded sample splices shall have the weld flash removed by the same procedure as will be used in the work, before coating and testing. The Splice Prequalification Report shall include the certified test results for all prequalification sample splices.

• The QCM shall review and approve the Splice Prequalification Report before submitting it to the Engineer for approval. The Contractor shall allow 2 weeks for the review and approval of a complete report before performing any service splicing or ultimate butt splicing in the work. In the event the Engineer fails to complete the review within the time allowed, and in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays."

52-1.08C(2) Service Splice Test Criteria

• Service production and quality assurance sample splices shall be tensile tested in conformance with the requirements in ASTM Designation: A 370 and California Test 670 and shall develop a minimum tensile strength of not less than 550 MPa.

52-1.08C(2)(a) Production Test Requirements for Service Splices

• Production tests shall be performed by the Contractor's independent laboratory for all service splices used in the work. A production test shall consist of testing 4 sample splices prepared for each lot of completed splices. The samples shall be prepared by the Contractor using the same splice material, position, operators, location, and equipment, and following the same procedure as used in the work.

• At least one week before testing, the Contractor shall notify the Engineer in writing of the date when and the location where the testing of the samples will be performed.

• The 4 samples from each production test shall be securely bundled together and identified with a completed sample identification card before shipment to the independent laboratory. The card will be furnished by the Engineer. Bundles of samples containing fewer than 4 samples of splices shall not be tested.

• Before performing any tensile tests on production test sample splices, one of the 4 samples shall be tested for, and shall conform to, the requirements for total slip. Should this sample not meet the total slip requirements, one retest, in which the 3 remaining samples are tested for total slip, will be allowed. Should any of the 3 remaining samples not conform to the total slip requirements, all splices in the lot represented by this production test will be rejected.

• If 3 or more sample splices from a production test conform to the provisions in this Section 52-1.08C(2),"Service Splice Test Criteria," all splices in the lot represented by this production test will be considered acceptable.

• Should only 2 sample splices from a production test conform to the provisions in this Section 52-1.08C(2), "Service Splice Test Criteria," one additional production test shall be performed on the same lot of splices. This additional production test shall consist of testing 4 samples splices that have been randomly selected by the Engineer and removed by the Contractor from the actual completed lot of splices. Should any of the 4 splices from this additional test fail to conform to these provisions, all splices in the lot represented by these production tests will be rejected.

• If only one sample splice from a production test conforms to the provisions in this Section 52-1.08C(2), "Service Splice Test Criteria," all splices in the lot represented by this production test will be rejected.

• If a production test for a lot fails, the Contractor shall repair or replace all reinforcing bars from which sample splices were removed before the Engineer selects additional splices from this lot for further testing.

52-1.08C(2)(b) Quality Assurance Test Requirements for Service Splices

• For the first production test performed, and for at least one, randomly selected by the Engineer, of every 5 subsequent production tests, or portion thereof, the Contractor shall concurrently prepare 4 additional service quality assurance sample splices. These service quality assurance sample splices shall be prepared in the same manner as specified herein for service production sample splices.

- These 4 additional quality assurance sample splices shall be shipped to the Transportation Laboratory for quality assurance testing. The 4 sample splices shall be securely bundled together and identified by location and contract number with weatherproof markings before shipment. Bundles containing fewer than 4 samples of splices will not be tested. Sample splices not accompanied by the supporting documentation required in Section 52-1.08B(1), for mechanical splices, or in Section 52-1.08B(3), for resistance butt welds, will not be tested.
- Quality assurance testing will be performed in conformance with the requirements for service production sample splices in Section 52-1.08C(2)(a), "Production Test Requirements for Service Splices."

52-1.08C(3) Ultimate Butt Splice Test Criteria

- Ultimate production and quality assurance sample splices shall be tensile tested in conformance with the requirements described in ASTM Designation: A 370 and California Test 670.
- A minimum of 1 control bar shall be removed from the same bar as, and adjacent to, all ultimate prequalification, production, and quality assurance sample splices. The lengths of control bars shall conform to the lengths specified for sample splices in California Test 670. The portion of adjacent bar remaining in the work shall also be identified with weatherproof markings that correspond to its adjacent control bar.
- Each sample splice and its associated control bar shall be identified and marked as a set. Each set shall be identified as representing a prequalification, production, or quality assurance sample splice.
- The portion of hoop reinforcing bar, removed to obtain a sample splice and control bar, shall be replaced using a prequalified ultimate mechanical butt splice, or the hoop shall be replaced in kind.
- Reinforcing bars, other than hoops, from which sample splices are removed, shall be repaired using ultimate mechanical butt splices conforming to the provisions in Section 52-1.08C(1), "Splice Prequalification Report," or the bars shall be replaced in kind. These bars shall be repaired or replaced such that no splices are located in any "No Splice Zone" shown on the plans.
- Ultimate production and quality assurance sample splices shall rupture in the reinforcing bar either: 1) outside of the affected zone or 2) within the affected zone, provided that the sample splice has achieved at least 95 percent of the ultimate tensile strength of the control bar associated with the sample splice. In addition, necking of the bar, as defined in California Test 670, shall occur at rupture regardless of whether the bar breaks inside or outside the affected zone.
- The affected zone is the portion of the reinforcing bar where any properties of the bar, including the physical, metallurgical, or material characteristics, have been altered by fabrication or installation of the splice.
- The ultimate tensile strength shall be determined for all control bars by tensile testing the bars to rupture, regardless of where each sample splice ruptures. If 2 control bars are tested for one sample splice, the bar with the lower ultimate tensile strength shall be considered the control bar.

52-1.08C(3)(a) Production Test Requirements for Ultimate Butt Splices

- Production tests shall be performed for all ultimate butt splices used in the work. A production test shall consist of testing 4 sets of sample splices and control bars removed from each lot of completed splices, except when quality assurance tests are performed.
- After the splices in a lot have been completed, and the bars have been epoxy-coated when required, the QCM shall notify the Engineer in writing that the splices in this lot conform to the specifications and are ready for testing. Except for hoops, sample splices will be selected by the Engineer at the job site. Sample splices for hoops will be selected by the Engineer either at the job site or a fabrication facility.
- After notification has been received, the Engineer will randomly select the 4 sample splices to be removed from the lot and place tamper-proof markings or seals on them. The Contractor shall select the adjacent control bar for each sample splice bar, and the Engineer will place tamper-proof markings or seals on them. These ultimate production sample splices and control bars shall be removed by the Contractor, and tested by an independent qualified testing laboratory.
- At least one week before testing, the Contractor shall notify the Engineer in writing of the date when and the location where the testing of the samples will be performed.
- A sample splice or control bar from any set will be rejected if a tamper-proof marking or seal is disturbed before testing.
- The 4 sets from each production test shall be securely bundled together and identified with a completed sample identification card before shipment to the independent laboratory. The card will be furnished by the Engineer. Bundles of samples containing fewer than 4 sets of splices shall not be tested.
- Before performing any tensile tests on production test sample splices, one of the 4 sample splices shall be tested for, and shall conform to, the requirements for total slip. Should this sample splice not meet these requirements, one retest, in which the 3 remaining sample splices are tested for total slip, will be allowed. Should any of the 3 remaining sample splices not conform to these requirements, all splices in the lot represented by this production test will be rejected.
- If 3 or more sample splices from a production test conform to the provisions in Section 52-1.08C(3), "Ultimate Butt Splice Test Criteria," all splices in the lot represented by this production test will be considered acceptable.

- Should only 2 sample splices from a production test conform to the provisions in Section 52-1.08C(3), "Ultimate Butt Splice Test Criteria," one additional production test shall be performed on the same lot of splices. Should any of the 4 sample splices from this additional test fail to conform to these provisions, all splices in the lot represented by these production tests will be rejected.
- If only one sample splice from a production test conforms to the provisions in Section 52-1.08C(3), "Ultimate Butt Splice Test Criteria," all splices in the lot represented by this production test will be rejected.
- If a production test for a lot fails, the Contractor shall repair or replace all reinforcing bars from which sample splices were removed, complete in place, before the Engineer selects additional splices from this lot for further testing.
- Production tests will not be required on repaired splices from a lot, regardless of the type of prequalified ultimate mechanical butt splice used to make the repair. However, should an additional production test be required, the Engineer may select any repaired splice for the additional production test.

52-1.08C(3)(b) Quality Assurance Test Requirements for Ultimate Butt Splices

- For the first production test performed, and for at least one, randomly selected by the Engineer, of every 5 subsequent production tests, or portion thereof, the Contractor shall concurrently prepare 4 additional ultimate quality assurance sample splices along with associated control bars.
- Each time 4 additional ultimate quality assurance sample splices are prepared, 2 of these quality assurance sample splice and associated control bar sets and 2 of the production sample splice and associated control bar sets, together, shall conform to the requirements for ultimate production sample splices in Section 52-1.08C(3)(a),"Production Test Requirements for Ultimate Butt Splices."
- The 2 remaining quality assurance sample splice and associated control bar sets, along with the 2 remaining production sample splice and associated control bar sets shall be shipped to the Transportation Laboratory for quality assurance testing. The 4 sets shall be securely bundled together and identified by location and contract number with weatherproof markings before shipment. Bundles containing fewer than 4 sets will not be tested.
- Quality assurance testing will be performed in conformance with the requirements for ultimate production sample splices in Section 52-1.08C(3)(a), "Production Test Requirements for Ultimate Butt Splices."

52-1.08C(3)(c) Nondestructive Splice Tests

- When the specifications allow for welded sample splices to be taken from other than the completed lot of splices, the Contractor shall meet the following additional requirements.
- Except for resistance butt welded splices, radiographic examinations shall be performed on 25 percent of all complete joint penetration butt welded splices from a production lot. The size of a production lot will be a maximum of 150 splices. The Engineer will select the splices which will compose the production lot and also the splices within each production lot to be radiographically examined.
- All required radiographic examinations of complete joint penetration butt welded splices shall be performed by the Contractor in conformance with the requirements in AWS D 1.4 and these specifications.
- Before radiographic examination, welds shall conform to the requirements in Section 4.4, "Quality of Welds," of AWS D 1.4.
- Should more than 12 percent of the splices which have been radiographically examined in any production lot be defective, an additional 25 percent of the splices, selected by the Engineer from the same production lot, shall be radiographically examined. Should more than 12 percent of the cumulative total of splices tested from the same production lot be defective, all remaining splices in the lot shall be radiographically examined.
- Additional radiographic examinations performed due to the identification of defective splices shall be at the Contractor's expense.
- All defects shall be repaired in conformance with the requirements in AWS D 1.4.
- The Contractor shall notify the Engineer in writing 48 hours before performing any radiographic examinations.
- The radiographic procedure used shall conform to the requirements in AWS D1.1, AWS D1.4, and the following:

A. Two exposures shall be made for each complete joint penetration butt welded splice. For each of the 2 exposures, the radiation source shall be centered on each bar to be radiographed. The first exposure shall be made with the radiation source placed at zero degrees from the top of the weld and perpendicular to the weld root and identified with a station mark of "0." The second exposure shall be at 90 degrees to the "0" station mark and shall be identified with a station mark of "90." When obstructions prevent a 90 degree placement of the radiation source for the second exposure, and when approved in writing by the Engineer, the source may be rotated, around the centerline of the reinforcing bar, a maximum of 25 degrees.
B. For field produced complete joint penetration butt welds, no more than one weld shall be radiographed during one exposure. For shop produced complete joint penetration butt welds, if more than one weld is to be radiographed

during one exposure, the angle between the root line of each weld and the direction to the radiation source shall be not less than 65 degrees.

C. Radiographs shall be made by either X-ray or gamma ray. Radiographs made by X-ray or gamma rays shall have densities of not less than 2.3 nor more than 3.5 in the area of interest. A tolerance of 0.05 in density is allowed for densitometer variations. Gamma rays shall be from the iridium 192 isotope and the emitting specimen shall not exceed 4.45 mm in the greatest diagonal dimension.

D. The radiographic film shall be placed perpendicular to the radiation source at all times; parallel to the root line of the weld unless source placement determines that the film must be turned; and as close to the root of the weld as possible.

E. The minimum source to film distance shall be maintained so as to ensure that all radiographs maintain a maximum geometric unsharpness of 0.020 at all times, regardless of the size of the reinforcing bars.

F. Penetrameters shall be placed on the source side of the bar and perpendicular to the radiation source at all times. One penetrameter shall be placed in the center of each bar to be radiographed, perpendicular to the weld root, and adjacent to the weld. Penetrameter images shall not appear in the weld area.

G. When radiography of more than one weld is being performed per exposure, each exposure shall have a minimum of one penetrameter per bar, or 3 penetrameters per exposure. When 3 penetrameters per exposure are used, one penetrameter shall be placed on each of the 2 outermost bars of the exposure, and the remaining penetrameter shall be placed on a centrally located bar.

H. An allowable weld buildup of 4 mm may be added to the total material thickness when determining the proper penetrameter selection. No image quality indicator equivalency will be accepted. Wire penetrameters or penetrameter blocks shall not be used.

I. Penetrameters shall be sufficiently shimmed using a radiographically identical material. Penetrameter image densities shall be a minimum of 2.0 and a maximum of 3.6.

J. Radiographic film shall be Class 1, regardless of the size of reinforcing bars.

K. Radiographs shall be free of film artifacts and processing defects, including, but not limited to, streaks, scratches, pressure marks or marks made for the purpose of identifying film or welding indications.

L. Each splice shall be clearly identified on each radiograph and the radiograph identification and marking system shall be established between the Contractor and the Engineer before radiographic inspection begins. Film shall be identified by lead numbers only; etching, flashing or writing in identifications of any type will not be permitted. Each piece of film identification information shall be legible and shall include, as a minimum, the following information: Contractor's name, date, name of nondestructive testing firm, initials of radiographer, contract number, part number and weld number. The letter "R" and repair number shall be placed directly after the weld number to designate a radiograph of a repaired weld.

M. Radiographic film shall be developed within a time range of one minute less to one minute more than the film manufacturer's recommended maximum development time. Sight development will not be allowed.

N. Processing chemistry shall be done with a consistent mixture and quality, and processing rinses and tanks shall be clean to ensure proper results. Records of all developing processes and any chemical changes to the developing processes shall be kept and furnished to the Engineer upon request. The Engineer may request, at any time, that a sheet of unexposed film be processed in the presence of the Engineer to verify processing chemical and rinse quality.

O. The results of all radiographic interpretations shall be recorded on a signed certification and a copy kept with the film packet.

P. Technique sheets prepared in conformance with the requirements in ASME Boiler and Pressure Vessels Code, Section V, Article 2 Section T-291 shall also contain the developer temperature, developing time, fixing duration and all rinse times.

52-1.08D Reporting Test Results

• A Production Test Report for all testing performed on each lot shall be prepared by the independent testing laboratory performing the testing and submitted to the QCM for review and approval. The report shall be signed by an engineer who represents the laboratory and is registered as a Civil Engineer in the State of California. The report shall include, as a minimum, the following information for each test: contract number, bridge number, lot number and location, bar size, type of splice, length of mechanical splice, length of test specimen, physical condition of test sample splice and any associated control bar, any notable defects, total measured slip, ultimate tensile strength of each splice, and for ultimate butt splices, limits of affected zone, location of visible necking area, ultimate tensile strength and 95 percent of this ultimate tensile strength for each control bar, and a comparison between 95 percent of the ultimate tensile strength of each control bar and the ultimate tensile strength of its associated splice.

• The QCM must review, approve, and forward each Production Test Report to the Engineer for review before the splices represented by the report are encased in concrete. The Engineer will have 3 working days to review each Production

Test Report and respond in writing after a complete report has been received. Should the Contractor elect to encase any splices before receiving notification from the Engineer, it is expressly understood that the Contractor will not be relieved of the responsibility for incorporating material in the work that conforms to the requirements of the plans and specifications. Material not conforming to these requirements will be subject to rejection. Should the Contractor elect to wait to encase splices pending notification by the Engineer, and in the event the Engineer fails to complete the review and provide notification within the time allowed, and if, in the opinion of the Engineer, the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays."

- Quality assurance test results for each bundle of 4 sets or 4 samples of splices will be reported in writing to the Contractor within 3 working days after receipt of the bundle by the Transportation Laboratory. In the event that more than one bundle is received on the same day, 2 additional working days shall be allowed for providing test results for each additional bundle received. A test report will be made for each bundle received. Should the Contractor elect to encase splices before receiving notification from the Engineer, it is expressly understood that the Contractor will not be relieved of the responsibility for incorporating material in the work that conforms to the requirements of the plans and specifications. Material not conforming to these requirements will be subject to rejection. Should the Contractor elect to wait to encase splices pending notification by the Engineer, and in the event the Engineer fails to complete the review within the time allowed, and in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays."

Section 52-1.11, "Payment," of the Standard Specifications is amended by adding the following paragraph after the seventh paragraph:

- If a portion or all of the reinforcing steel is epoxy-coated more than 480 air line kilometers from both Sacramento and Los Angeles, additional shop inspection expenses will be sustained by the State. Whereas it is and will be impracticable and extremely difficult to ascertain and determine the actual increase in these expenses, it is agreed that payment to the Contractor for furnishing the epoxy-coated reinforcement will be reduced $5000 for each epoxy-coating facility located more than 480 air line kilometers from both Sacramento and Los Angeles and an additional $3000 ($8000 total) for each epoxy-coating facility located more than 4800 air line kilometers from both Sacramento and Los Angeles.

SECTION 53: SHOTCRETE

Issue Date: November 2, 2007

The third paragraph in Section 53-1.01, "Description," of the Standard Specifications is amended to read:

- The dry-mix process shall consist of delivering dry mixed aggregate and cementitious material pneumatically or mechanically to the nozzle body and adding water and mixing the materials in the nozzle body. The wet-mix process shall consist of delivering mixed aggregate, cement, and water pneumatically to the nozzle and adding any admixture at the nozzle.

The first through fourth paragraphs in Section 53-1.02, "Materials," of the Standard Specifications is amended to read:

- Cementitious material, fine aggregate, and mixing water shall conform to the provisions in Section 90, "Portland Cement Concrete."
- Shotcrete to be mixed and applied by the dry-mix process shall consist of one part cementitious material to not more than 4.5 parts fine aggregate, thoroughly mixed in a dry state before being charged into the machine. Measurement may be either by volume or by mass. The fine aggregate shall contain not more than 6 percent moisture by mass.
- Shotcrete to be mixed and applied by the wet-mix process shall consist of cementitious material, fine aggregate, and water and shall contain not less than 375 kilograms of cementitious material per cubic meter. A maximum of 30 percent pea gravel may be substituted for fine aggregate. The maximum size of pea gravel shall be such that 100 percent passes the 12.5 mm screen and at least 90 percent passes the 9.5 mm screen.
- Admixtures may be added to shotcrete and shall conform to the provisions in Section 90-4, "Admixtures."

The third subparagraph of the third paragraph in Section 53-1.04, "Placing Shotcrete," of the Standard Specifications is amended to read:

Aggregate and cementitious material that have been mixed for more than 45 minutes shall not be used unless otherwise permitted by the Engineer.

Section 53-1.07, "Measurement," of the Standard Specifications is amended to read:

• Quantities of shotcrete will be measured by the cubic meter computed from measurements, along the slope, of actual areas placed and the theoretical thickness shown on the plans. The Department does not pay for shotcrete placed outside the dimensions shown on the plans or to fill low foundation.

Section 53-1.08, "Payment," of the Standard Specifications is amended to read:

• The contract price paid per cubic meter for shotcrete shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in placing shotcrete, including preparing the foundation, wire reinforcement, structure backfill, joint filling material, and if required by the plans, drains with sacked pervious backfill material, as shown on the plans, as specified in these specifications and the special provisions, and as directed by the Engineer.

SECTION 55: STEEL STRUCTURES

Issue Date: January 5, 2007

The third and fourth paragraphs of Section 55-1.01, "Description," of the Standard Specifications are amended to read:

• Details of connections for highway bridges selected for use by the Contractor shall conform to the AASHTO LRFD Bridge Design Specifications with Caltrans Amendments.

• Details of design selected by the Contractor, fabrication and workmanship, for steel railway bridges shall conform to the requirements of the Specifications for Steel Railway Bridges, for Fixed Spans Not Exceeding 400 Feet in Length of the AREMA, as set forth in the special provisions.

The third paragraph of Section 55-1.05, "Falsework," of the Standard Specifications is amended to read:

• Construction methods and equipment employed by the Contractor shall conform to the provisions in Section 7-1.02, "Load Limitations." Loads imposed on existing, new or partially completed structures shall not exceed the load carrying capacity of the structure, or portion of structure, as determined by the AASHTO LRFD Bridge Design Specifications with Caltrans Amendments.

The fourth and fifth paragraphs of Section 55-2.01, "Description," of the Standard Specifications are amended to read:

• All structural steel plate used for the fabrication of tension members, tension flanges, eyebars and hanger plates and for splice plates of tension members, tension flanges and eyebars shall meet the longitudinal Charpy V-notch impact value requirements specified herein. Sampling procedures shall conform to the requirements in ASTM Designation: A 673. The H (Heat) frequency of testing shall be used for structural steels conforming to the requirements in ASTM Designations: A 709/A 709M, Grades 36 [250], 50 [345], 50W [345W], and HPS 50W [345W]. The P (Piece) frequency of testing shall be used for structural steel conforming to the requirements in ASTM Designation: A 709/A 709M, Grades HPS 70W [485W], 100 [690], and 100W [690W]. Charpy V-notch impact values shall be determined in conformance with the requirements in ASTM Designation: E 23.

• Charpy V-notch (CVN) impact values shall conform to the following minimum values for non fracture critical members:

Material Conforming to ASTM Designation: A 709/A 709M	CVN Impact Value (Joules at Temp.)
Grade 36 [250]	20 at 4°C
Grade 50 [345]* (50 mm and under in thickness)	20 at 4°C
Grade 50W [345W]* (50 mm and under in thickness)	20 at 4°C
Grade 50 [345]* (Over 50 mm to 100 mm in thickness)	27 at 4°C
Grade 50W [345W]* (Over 50 mm to 100 mm in thickness)	27 at 4°C
Grade HPS 50W [345W]* (100 mm and under in thickness)	27 at -12°C
Grade HPS 70W [485]* (100 mm and under in thickness)	34 at -23°C
Grade 100 [490] (65 mm and under in thickness)	34 at -18°C
Grade 100W [490W] (Over 65 mm to 100 mm in thickness)	48 at -18°C

* If the yield point of the material exceeds 450 MPa, the temperature for the CVN impact value for acceptability shall be reduced 8°C for each increment of 70 MPa above 450 MPa.

Structural Steel Materials

Material	Specification
Structural steel:	
Carbon steel	ASTM: A 709/A 709M, Grade 36 [250] or {A 36/A 36M}a
High strength low alloy columbium vanadium steel	ASTM: A 709/A 709M, Grade 50 [345]or {A 572/A 572M, Grade 50 [345]}a
High strength low alloy structural steel	ASTM: A 709/A 709M, Grade 50W [345W], Grade HPS 50W [HSP 345W], or {A 588/A 588M}a
High strength low alloy structural steel plate	ASTM: A 709/A 709M, Grade HPS 70W [HPS 485W]
High-yield strength, quenched and tempered alloy steel plate suitable for welding	ASTM: A 709/A 709M, Grade 100 [690] and Grade 100W [690W], or {A 514/A 514M}a
Steel fastener components for general applications:	
Bolts and studs	ASTM: A 307
Headed anchor bolts	ASTM: A 307, Grade B, including S1 supplementary requirements
Nonheaded anchor bolts	ASTM: A 307, Grade C, including S1 supplementary requirements and S1.6 of AASHTO: M 314 supplementary requirements or AASHTO: M 314, Grade 36 or 55, including S1 supplementary requirements
High-strength bolts and studs	ASTM: A 449, Type 1
High-strength threaded rods	ASTM: A 449, Type 1
High-strength nonheaded anchor bolts	ASTM: A 449, Type 1
Nuts	ASTM: A 563, including Appendix X1b
Washers	ASTM: F 844

Components of high-strength steel fastener assemblies for use in structural steel joints:	
Bolts	ASTM: A 325, Type 1
Tension control bolts	ASTM: F 1852, Type 1
Nuts	ASTM: A 563, including Appendix X1b
Hardened washers	ASTM : F 436, Type 1, Circular, including S1 supplementary requirements
Direct tension indicators	ASTM: F 959, Type 325, zinc-coated
Carbon steel for forgings, pins and rollers	ASTM: A 668/A 668M, Class D
Alloy steel for forgings	ASTM: A 668/A 668M, Class G
Pin nuts	ASTM: A 36/A 36M
Carbon-steel castings	ASTM: A 27/A 27M, Grade 65-35, Class 1
Malleable iron castings	ASTM: A 47, Grade 32510 or A 47M, Grade 22010
Gray iron castings	ASTM: A 48, Class 30B
Carbon steel structural tubing	ASTM: A 500, Grade B or A 501
Steel pipe (Hydrostatic testing will not apply)	ASTM: A 53, Type E or S, Grade B; A 106, Grade B; or A 139, Grade B
Stud connectors	ASTM: A 108 and AASHTO/AWS D1.5

a Grades that may be substituted for the equivalent ASTM Designation: A 709 steel, at the Contractor's option, subject to the modifications and additions specified and to the requirements of A 709.

b Zinc-coated nuts that will be tightened beyond snug or wrench tight shall be furnished with a dry lubricant conforming to Supplementary Requirement S2 in ASTM Designation: A 563.

The first sentence of the first paragraph of Section 55-2.02, "Structural Steel," of the Standard Specifications is amended to read:

- Unless otherwise specified or shown on the plans, all structural steel plates, shapes, and bars shall conform to ASTM Designation: A 709/A 709M, Grade 50 [345].

The first paragraph in Section 55-3.05, "Flatness of Faying and Bearing Surfaces," of the Standard Specifications is amended to read:

- Surfaces of bearing and base plates and other metal surfaces that are to come in contact with each other or with ground concrete surfaces or with asbestos sheet packing shall be flat to within one mm tolerance in 305 mm and to within 2 mm tolerance overall. Surfaces of bearing and base plates and other metal bearing surfaces that are to come in contact with preformed fabric pads, elastomeric bearing pads, or mortar shall be flat to within 3 mm tolerance in 305 mm and to within 5 mm tolerance overall.

Section 55-3.14, "Bolted Connections," of the Standard Specifications is amended by adding the following after the ninth paragraph:

- If a torque multiplier is used in conjunction with a calibrated wrench as a method for tightening fastener assemblies to the required tension, both the multiplier and the wrench shall be calibrated together as a system. The same length input and output sockets and extensions that will be used in the work shall also be included in the calibration of the system. The manufacturer's torque multiplication ratio shall be adjusted during calibration of the system, such that when this adjusted ratio is multiplied by the actual input calibrated wrench reading, the product is a calculated output torque that is within 2 percent of the true output torque. When this system is used in the work to perform any installation tension testing, rotational capacity testing, fastener tightening, or tension verification, it shall be used, intact as calibrated.

The second paragraph of Section 55-3.17, "Welding," of the Standard Specifications is amended to read:

• The minimum size of all fillet welds, except those to reinforce groove welds, shall be as shown in the following table:

Base Metal Thickness of the Thicker Part Joined (Millimeters)	*Minimum Size of Fillet Weld (Millimeters)
To 19 inclusive	6
Over 19	8

* Except that the weld size need not exceed the thickness of the thinner part joined.

The third paragraph in Section 55-3.19, "Bearings and Anchorages," of the Standard Specifications is amended to read:

• Immediately before setting bearing assemblies or masonry plates directly on ground concrete surfaces, the Contractor shall thoroughly clean the surfaces of the concrete and the metal to be in contact and shall apply a coating of nonsag polysulfide or polyurethane caulking conforming to the requirements in ASTM Designation: C 920 to contact areas to provide full bedding.

The fifth paragraph in Section 55-3.19, "Bearings and Anchorages," of the Standard Specifications is amended to read:

• Mortar to be placed below masonry plates or bearing plates of the bearing assemblies and in anchor bolt sleeves or canisters shall conform to the provisions in Section 51-1.135, "Mortar," except that the proportion of cementitious material to sand shall be 1:3.

The sixth paragraph of Section 55-4.02, "Payment," of the Standard Specifications is amended to read:

• If a portion or all of the structural steel is fabricated more than 480 air line kilometers from both Sacramento and Los Angeles, additional shop inspection expenses will be sustained by the State. Whereas it is and will be impracticable and extremely difficult to ascertain and determine the actual increase in these expenses, it is agreed that payment to the Contractor for furnishing the structural steel from each fabrication site located more than 480 air line kilometers from both Sacramento and Los Angeles will be reduced $5000 or by an amount computed at $0.044 per kilogram of structural steel fabricated, whichever is greater, or in the case of each fabrication site located more than 4800 air line kilometers from both Sacramento and Los Angeles, payment will be reduced $8000 or by $0.079 per kilogram of structural steel fabricated, whichever is greater.

SECTION 56: SIGNS

Issue Date: March 16, 2007

Section 56-1.01, "Description," of the Standard Specifications is amended by deleting the third paragraph.

Section 56-1.02A, "Bars, Plates and Shapes," of the Standard Specifications is amended to read:

56-1.02A Bars, Plates, Shapes, and Structural Tubing

• Bars, plates, and shapes shall be structural steel conforming to the requirements in ASTM Designation: A 36/A 36M, except, at the option of the Contractor, the light fixture mounting channel shall be continuous-slot steel channel conforming to the requirements in ASTM Designation: A 1011/A 1011M, Designation SS, Grade 33[230], or aluminum Alloy 6063-T6 extruded aluminum conforming to the requirements in ASTM Designation: B 221 or B 221M.

• Structural tubing shall be structural steel conforming to the requirements in ASTM Designation: A 500, Grade B.

• Removable sign panel frames shall be constructed of structural steel conforming to the requirements in ASTM Designation: A 36/A 36M.

Section 56-1.02B, "Sheets," of the Standard Specifications is amended to read:

56-1.02B Sheets

• Sheets shall be carbon-steel sheets conforming to the requirements in ASTM Designation: A 1011/A 1011M, Designation SS, Grade 33[230].

• Ribbed sheet metal for box beam-closed truss sign structures shall be fabricated from galvanized sheet steel conforming to the requirements in ASTM Designation: A 653/A 653M, Designation SS, Grade 33[230]. Sheet metal panels shall be G 165 coating designation in conformance with the requirements in ASTM Designation: A 653/A 653M.

Section 56-1.02F, "Steel Walkway Gratings," of the Standard Specifications is amended to read:

56-1.02F Steel Walkway Gratings

• Steel walkway gratings shall be furnished and installed in conformance with the details shown on the plans and the following provisions:

A. Gratings shall be the standard product of an established grating manufacturer.
B. Material for gratings shall be structural steel conforming to the requirements in ASTM Designation: A 1011/A 1011M, Designation CS, Type B.
C. For welded type gratings, each joint shall be full resistance welded under pressure, to provide a sound, completely beaded joint.
D. For mechanically locked gratings, the method of fabrication and interlocking of the members shall be approved by the Engineer, and the fabricated grating shall be equal in strength to the welded type.
E. Gratings shall be accurately fabricated and free from warps, twists, or other defects affecting their appearance or serviceability. Ends of all rectangular panels shall be square. The tops of the bearing bars and cross members shall be in the same plane. Gratings distorted by the galvanizing process shall be straightened.

The fifth paragraph in Section 56-1.03, "Fabrication," of the Standard Specifications is amended to read:

• Clips, eyes, or removable brackets shall be affixed to all signs and all posts and shall be used to secure the sign during shipping and for lifting and moving during erection as necessary to prevent damage to the finished galvanized or painted surfaces. Brackets on tubular sign structures shall be removed after erection. Details of the devices shall be shown on the working drawings.

The sixth through the thirteenth paragraphs in Section 56-1.03, "Fabrication," of the Standard Specifications are amended to read:

• High-strength bolted connections, where shown on the plans, shall conform to the provisions in Section 55-3.14, "Bolted Connections," except that only fastener assemblies consisting of a high-strength bolt, nut, hardened washer, and direct tension indicator shall be used.
• High-strength fastener assemblies, and any other bolts, nuts, and washers attached to sign structures shall be zinc-coated by the mechanical deposition process.
• Nuts for high-strength bolts designated as snug-tight shall not be lubricated.
• An alternating snugging and tensioning pattern for anchor bolts and high-strength bolted splices shall be used. Once tensioned, high-strength fastener components and direct tension indicators shall not be reused.
• For bolt diameters less than 10 mm, the diameter of the bolt hole shall be not more than 0.80-mm larger than the nominal bolt diameter. For bolt diameters greater than or equal to 10 mm, the diameter of the bolt hole shall be not more than 1.6 mm larger than the nominal bolt diameter.
• Sign structures shall be fabricated into the largest practical sections prior to galvanizing.
• Ribbed sheet metal panels for box beam closed truss sign structures shall be fastened to the truss members by cap screws or bolts as shown on the plans, or by 4.76 mm stainless steel blind rivets conforming to Industrial Fasteners Institute, Standard IFI-114, Grade 51. The outside diameter of the large flange rivet head shall be not less than 15.88 mm in diameter. Web splices in ribbed sheet metal panels may be made with similar type blind rivets of a size suitable for the thickness of material being connected.
• Spalling or chipping of concrete structures shall be repaired by the Contractor at the Contractor's expense.
• Overhead sign supports shall have an aluminum identification plate permanently attached near the base, adjacent to the traffic side on one of the vertical posts, using either stainless steel rivets or stainless steel screws. As a minimum, the information on the plate shall include the name of the manufacturer, the date of manufacture and the contract number.

The fourth paragraph of Section 56-1.10, "Payment," of the Standard Specifications is amended to read:

• The contract price paid per kilogram for install sign structure of the type or types designated in the Engineer's Estimate shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in installing sign structures, complete in place, including installing anchor bolt assemblies, removable sign

panel frames, and sign panels and performing any welding, painting or galvanizing required during installation, as shown on the plans, as specified in these specifications and the special provisions, and as directed by the Engineer.

The fifth paragraph of Section 56-2.02B, "Wood Posts," of the Standard Specifications is amended to read:

• Douglas fir and Hem-Fir posts shall be treated in conformance with the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," and in conformance with AWPA Use Category System: UC4A, Commodity Specification A. Posts shall be incised and the minimum retention of preservative shall be as specified in AWPA Standards.

The fourth paragraph in Section 56-2.03, "Construction," of the Standard Specifications is amended to read:

• Backfill material for metal posts shall consist of minor concrete conforming to the provisions in Section 90-10, "Minor Concrete," and shall contain not less than 275 kilograms of cementitious material per cubic meter.

SECTION 57: TIMBER STRUCTURES

Issue Date: October 12, 2004

The second paragraph of Section 57-1.02A, "Structural Timber and Lumber," of the Standard Specifications is amended to read:

• When preservative treatment of timber and lumber is required, the treatment shall conform to the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," and AWPA's Use Category 4B. The type of treatment to be used will be shown on the plans or specified in the special provisions.

SECTION 58: PRESERVATIVE TREATMENT OF LUMBER, TIMBER AND PILING

Issue Date: November 18, 2005

The first paragraph of Section 58-1.02, "Treatment and Retention," of the Standard Specifications is amended to read:

• Timber, lumber, and piling shall be pressure treated after millwork is completed. Preservatives, treatment, and results of treatment shall conform to the requirements in AWPA Standards U1 and T1. Treatment of lumber and timber shall conform to the specified AWPA Use Category cited in the special provisions, on the plans, or elsewhere in these specifications.

The second paragraph of Section 58-1.02, "Treatment and Retention," of the Standard Specifications is deleted.

SECTION 59: PAINTING

Issue Date: January 19, 2007

The first paragraph of Section 59-1.02, "Weather Conditions," of the Standard Specifications is amended to read:

• Paint shall be applied only on thoroughly dry surfaces and during periods of favorable weather. Blast cleaning or application of solvent-borne paint will not be permitted when the atmospheric or surface temperature is at or below 2°C or above 38°C, or when the relative humidity exceeds 85 percent at the site of the work. Application of water-borne paint will not be permitted when the atmospheric or surface temperature is at or below 10°C, or above 38°C, or when the relative humidity exceeds 75 percent at the site of the work. Application of paint will not be permitted when the steel surface temperature is less than 3°C above the dew point, or when freshly painted surfaces may become damaged by rain, fog or condensation, or when it can be anticipated that the atmospheric temperature or relative humidity will not remain within the specified application conditions during the drying period, except as provided in the following paragraph for enclosures. If uncured paint is damaged by the elements, it shall be replaced or repaired by the Contractor at the Contractor's expense.

The second paragraph of Section 59-1.05, "Protection Against Damage," of the Standard Specifications is amended to read:

• Paint or paint stains on surfaces not designated to be painted shall be removed by the Contractor at the Contractor's expense and to the satisfaction of the Engineer.

Section 59-2.01, "General," of the Standard Specifications is amended by adding the following paragraphs after the first paragraph:

• Unless otherwise specified, no painting Contractors or subcontractors will be permitted to commence work without having the following current "SSPC: The Society for Protective Coatings" (formerly the Steel Structures Painting Council) certifications in good standing:

A. For cleaning and painting structural steel in the field, certification in conformance with the requirements in Qualification Procedure No. 1, "Standard Procedure For Evaluating Painting Contractors (Field Application to Complex Industrial Structures)" (SSPC-QP 1).
B. For removing paint from structural steel, certification in conformance with the requirements in Qualification Procedure No. 2, "Standard Procedure For Evaluating Painting Contractors (Field Removal of Hazardous Coatings from Complex Structures)" (SSPC-QP 2).
C. For cleaning and painting structural steel in a permanent painting facility, certification in conformance with the requirements in Qualification Procedure No. 3, "Standard Procedure For Evaluating Qualifications of Shop Painting Applicators" (SSPC-QP 3). The AISC's Sophisticated Paint Endorsement (SPE) quality program will be considered equivalent to SSPC-QP 3.

The third paragraph of Section 59-2.03, "Blast Cleaning," of the Standard Specifications is amended to read:

• Exposed steel or other metal surfaces to be blast cleaned shall be cleaned in conformance with the requirements in Surface Preparation Specification No. 6, "Commercial Blast Cleaning," of the "SSPC: The Society for Protective Coatings." Blast cleaning shall leave all surfaces with a dense, uniform, angular anchor pattern of not less than 35 µm as measured in conformance with the requirements in ASTM Designation: D 4417.

The first paragraph of Section 59-2.06, "Hand Cleaning," of the Standard Specifications is amended to read:

• Dirt, loose rust and mill scale, or paint which is not firmly bonded to the surfaces shall be removed in conformance with the requirements in Surface Preparation Specification No. 2, "Hand Tool Cleaning," of the "SSPC: The Society for Protective Coatings." Edges of old remaining paint shall be feathered.

The third and fourth paragraphs of Section 59-2.12, "Painting," of the Standard Specifications are amended to read:

• Contact surfaces of stiffeners, railings, built up members or open seam exceeding 6 mils in width that would retain moisture, shall be caulked with polysulfide or polyurethane sealing compound conforming to the requirements in ASTM Designation: C 920, Type S, Grade NS, Class 25, Use O, or other approved material.
• The dry film thickness of the paint will be measured in place with a calibrated Type 2 magnetic film thickness gage in conformance with the requirements in SSPC-PA 2, "Measurement of Dry Coating Thickness with Magnetic Gages," of the "SSPC: The Society for Protective Coatings," except that there shall be no limit to the number or location of spot measurements to verify compliance with specified thickness requirements.

The third paragraph of Section 59-2.13, "Application of Zinc-Rich Primer," of the Standard Specifications is amended to read:

• Mechanical mixers shall be used in mixing the primer. After mixing, the zinc-rich primer shall be strained through a 0.6 to 0.25 mm screen or a double layer of cheesecloth immediately prior to or during pouring into the spray pot.

SECTION 64: PLASTIC PIPE

Issue Date: January 5, 2007

The first paragraph of Section 64-1.06, "Concrete Backfill," of the Standard Specifications is amended to read:

• At locations where pipe is to be backfilled with concrete as shown on the plans, the concrete backfill shall be constructed of minor concrete or Class 4 concrete conforming to the provisions in Section 90, "Portland Cement Concrete."

Minor concrete shall contain not less than 250 kg of cementitious material per cubic meter. The concrete to be used will be designated in the contract item or shown on the plans.

SECTION 65: REINFORCED CONCRETE PIPE

Issue Date: January 5, 2007

The first paragraph of Section 65-1.02, "Materials," of the Standard Specifications is amended to read:

- Cementitious material and aggregate shall conform to the provisions in Section 90-2, "Materials," except that mortar strengths relative to Ottawa sand and grading requirements shall not apply to the aggregate. Use of supplemental cementitious material shall conform to AASHTO Designation: M 170M.

Subparagraph "c" of the eleventh paragraph of Section 65-1.02A(1) "Circular Reinforced Concrete Pipe (Designated or Selected by Class)," of the Standard Specifications is amended to read:

c. Cementitious material and aggregate for non-reinforced concrete pipe shall conform to the provisions in Section 65-1.02, "Materials."

The first paragraph of Section 65-1.035, "Concrete Backfill," of the Standard Specifications is amended to read:

- At locations where pipe is to be backfilled with concrete as shown on the plans, the concrete backfill shall be constructed of minor concrete or Class 4 concrete in conformance with the provisions in Section 90, "Portland Cement Concrete." Minor concrete shall contain not less than 225 kg of cementitious material per cubic meter. The concrete to be used will be designated in the contract item.

The first subparagraph of the second paragraph of Section 65-1.06, "Joints," of the Standard Specifications is amended to read:

- Cement Mortar.- Mortar shall be composed of one part cementitious material and 2 parts sand by volume. Supplementary cementitious material will not be required.

SECTION 66: CORRUGATED METAL PIPE

Issue Date: January 5, 2007

The first paragraph of Section 66-1.045, "Concrete Backfill," of the Standard Specifications is amended to read:

- At locations where pipe is to be backfilled with concrete as shown on the plans, the concrete backfill shall be constructed of minor concrete or Class 4 concrete conforming to the provisions in Section 90, "Portland Cement Concrete." Minor concrete shall contain not less than 225 kg of cementitious material per cubic meter. The concrete to be used will be designated in the contract item or shown on the plans.

SECTION 68: SUBSURFACE DRAINS

Issue Date: January 5, 2007

The first and second paragraphs of Section 68-3.02D, "Miscellaneous," of the Standard Specifications are amended to read:

- Concrete for splash pads shall be produced from minor concrete conforming to the provisions in Section 90-10, "Minor Concrete." Minor concrete shall contain not less than 275 kg of cementitious material per cubic meter.
- Mortar placed where edge drain outlets and vents connect to drainage pipe and existing drainage inlets shall conform to the provisions in Section 51-1.135, "Mortar."

SECTION 70: MISCELLANEOUS FACILITIES

Issue Date: January 5, 2007

The second paragraph of Section 70-1.02C, "Flared End Sections," of the Standard Specifications is amended to read:

• Precast concrete flared end sections shall conform to the requirements for Class III Reinforced Concrete Pipe in AASHTO Designation: M 170M. Cementitious materials and aggregate shall conform to the provisions in Section 90-2, "Materials," except that mortar strengths relative to Ottawa sand and grading requirements shall not apply to the aggregate. Use of supplementary cementitious material shall conform to the requirements in AASHTO Designation: M 170M. The area of steel reinforcement per meter of flared end section shall be at least equal to the minimum steel requirements for circular reinforcement in circular pipe for the internal diameter of the circular portion of the flared end section. The basis of acceptance of the precast concrete flared end section shall conform to the requirements of Section 5.1.2 of AASHTO Designation: M 170M.

The first paragraph of Section 70-1.02H, "Precast Concrete Structures," of the Standard Specifications is amended to read:

• Precast concrete pipe risers and pipe reducers, and precast concrete pipe sections, adjustment rings and tapered sections for pipe energy dissipators, pipe inlets and pipe manholes shall conform to the requirements in AASHTO Designation: M 199M, except that the cementitious material and aggregate shall conform to the provisions in Section 90-2, "Materials," except that mortar strengths relative to Ottawa sand and grading requirements shall not apply to the aggregate. Use of supplementary cementitious material shall conform to the requirements in AASHTO Designation: M 170M.

The second paragraph of Section 70-1.03, "Installation," of the Standard Specifications is amended to read:

• Cutoff walls for precast concrete flared end sections shall be constructed of minor concrete conforming to the provisions in Section 90-10, "Minor Concrete." Minor concrete shall contain not less than 275 kg of cementitious material per cubic meter.

SECTION 72: SLOPE PROTECTION

Issue Date: November 18, 2005

The sixth paragraph of Section 72-4.04, "Construction," of the Standard Specifications is amended to read:

• Pervious backfill material, if required by the plans, shall be placed as shown. A securely tied sack containing 0.03-m^3 of pervious backfill material shall be placed at each weep hole and drain hole. The sack material shall conform to the provisions in Section 88-1.03, "Filter Fabric."

SECTION 73: CONCRETE CURBS AND SIDEWALKS

Issue Date: January 5, 2007

The second subparagraph of the second paragraph of Section 73-1.01, "Description," of the Standard Specifications is amended to read:

2. Minor concrete shall contain not less than 275 kg of cementitious material per cubic meter except that when extruded or slip-formed curbs are constructed using 9.5-mm maximum size aggregate, minor concrete shall contain not less than 325 kg of cementitious material per cubic meter.

SECTION 75: MISCELLANEOUS METAL

Issue Date: August 17, 2007

The table in the tenth paragraph of Section 75-1.02, "Miscellaneous Iron and Steel," of the Standard Specifications is amended to read:

Material	Specification
Steel bars, plates and shapes	ASTM Designation: A 36/A 36M or A 575, A 576 (AISI or M Grades 1016 through 1030)
Steel fastener components for general applications:	
Bolts and studs	ASTM Designation: A 307
Headed anchor bolts	ASTM Designation: A 307, Grade B, including S1 supplementary requirements
Nonheaded anchor bolts	ASTM Designation: A 307, Grade C, including S1 supplementary requirements and S1.6 of AASHTO Designation: M 314 supplementary requirements or AASHTO Designation: M 314, Grade 36 or 55, including S1 supplementary requirements
High-strength bolts and studs, threaded rods, and nonheaded anchor bolts	ASTM Designation: A 449, Type 1
Nuts	ASTM Designation: A 563, including Appendix X1*
Washers	ASTM Designation: F 844
Components of high-strength steel fastener assemblies for use in structural steel joints:	
Bolts	ASTM Designation: A 325, Type 1
Tension control bolts	ASTM Designation: F 1852, Type 1
Nuts	ASTM Designation: A 563, including Appendix X1*
Hardened washers	ASTM Designation: F 436, Type 1, Circular, including S1 supplementary requirements
Direct tension indicators	ASTM Designation: F 959, Type 325, zinc-coated
Stainless steel fasteners (Alloys 304 & 316) for general applications:	
Bolts, screws, studs, threaded rods, and nonheaded anchor bolts	ASTM Designation: F 593 or F 738M
Nuts	ASTM Designation: F 594 or F 836M
Washers	ASTM Designation: A 240/A 240M and ANSI B 18.22M
Carbon-steel castings	ASTM Designation: A 27/A 27M, Grade 65-35 [450-240], Class 1
Malleable iron castings	ASTM Designation: A 47, Grade 32510 or A 47M, Grade 22010
Gray iron castings	ASTM Designation: A 48, Class 30B
Ductile iron castings	ASTM Designation: A 536, Grade 65-45-12
Cast iron pipe	Commercial quality
Steel pipe	Commercial quality, welded or extruded
Other parts for general Applications	Commercial quality

* Zinc-coated nuts that will be tightened beyond snug or wrench tight shall be furnished with a dyed dry lubricant conforming to Supplementary Requirement S2 in ASTM Designation: A 563.

The second paragraph in Section 75-1.03, "Miscellaneous Bridge Metal," of the Standard Specifications is amended to read:

• Miscellaneous bridge metal shall consist of the following, except as further provided in Section 51-1.19, "Utility Facilities," and in the special provisions:

A. Bearing assemblies, equalizing bolts and expansion joint armor in concrete structures.
B. Expansion joint armor in steel structures.
C. Manhole frames and covers, frames and grates, ladder rungs, guard posts and access door assemblies.
D. Deck drains, area drains, retaining wall drains, and drainage piping, except drainage items identified as "Bridge Deck Drainage System" in the special provisions.

The seventh paragraph of Section 75-1.03, "Miscellaneous Bridge Metal," of the Standard Specifications is amended to read:

• Sheet steel for access doors shall be galvanized sheet conforming to the requirements in ASTM Designation: A 653/A 653M, Coating Designation Z600 {G210}.

The table in the eighteenth paragraph of Section 75-1.03, "Miscellaneous Bridge Metal," of the Standard Specifications is amended to read:

Stud Diameter (millimeters)	Sustained Tension Test Load (kilonewtons)
29.01-33.00	137.9
23.01-29.00	79.6
21.01-23.00	64.1
* 18.01-21.00	22.2
15.01-18.00	18.2
12.01-15.00	14.2
9.01-12.00	9.34
6.00-9.00	4.23

* Maximum stud diameter permitted for mechanical expansion anchors.

The table in the nineteenth paragraph of Section 75-1.03, "Miscellaneous Bridge Metal," of the Standard Specifications is amended to read:

Stud Diameter (millimeters)	Ultimate Tensile Load (kilonewtons)
30.01-33.00	112.1
27.01-30.00	88.1
23.01-27.00	71.2
20.01-23.00	51.6
16.01-20.00	32.0
14.01-16.00	29.4
12.00-14.00	18.7

The table in the twenty-second paragraph of Section 75-1.03, "Miscellaneous Bridge Metal," of the Standard Specifications is amended to read:

Installation Torque Values, (newton meters)

Stud Diameter (millimeters)	Shell Type Mechanical Expansion Anchors	Integral Stud Type Mechanical Expansion Anchors	Resin Capsule Anchors and Cast-in-Place Inserts
29.01-33.00	—	—	540
23.01-29.00	—	—	315
21.01-23.00	—	—	235
18.01-21.00	110	235	200
15.01-18.00	45	120	100
12.01-15.00	30	65	40
9.01-12.00	15	35	24
6.00-9.00	5	10	—

The twenty-fourth paragraph of Section 75-1.03, "Miscellaneous Bridge Metal," of the Standard Specifications is amended to read:

- Sealing compound, for caulking and adhesive sealing, shall be a polysulfide or polyurethane material conforming to the requirements in ASTM Designation: C 920, Type S, Grade NS, Class 25, Use O.

The third paragraph in Section 75-1.035, "Bridge Joint Restrainer Units," of the Standard Specifications is amended to read:

- Cables shall be 19 mm preformed, 6 x 19, wire strand core or independent wire rope core (IWRC), galvanized in conformance with the requirements in Federal Specification RR-W-410, right regular lay, manufactured of improved plow steel with a minimum breaking strength of 200 kN. Two certified copies of mill test reports of each manufactured length of cable used shall be furnished to the Engineer.

The twelfth paragraph in Section 75-1.035, "Bridge Joint Restrainer Units," of the Standard Specifications is amended to read:

- Concrete for filling cable drum units shall conform to the provisions in Section 90-10, "Minor Concrete," or at the option of the Contractor, may be a mix with 9.5 mm maximum size aggregate and not less than 400 kilograms of cementitious material per cubic meter.

The second paragraph in Section 75-1.05, "Galvanizing," of the Standard Specifications is amended to read:

- At the option of the Contractor, material thinner than 3.2 mm shall be galvanized either before fabrication in conformance with the requirements of ASTM Designation: A 653/A 653M, Coating Designation Z600, or after fabrication in conformance with the requirements of ASTM Designation: A 123, except that the weight of zinc coating shall average not less than 365 g per square meter of actual surface area with no individual specimen having a coating weight of less than 305 g per square meter.

SECTION 80: FENCES

Issue Date: January 5, 2007

The second paragraph of Section 80-3.01B(2), "Treated Wood Posts and Braces," of the Standard Specifications is amended to read:

- Posts and braces to be treated shall be pressure treated in conformance with the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," and AWPA Use Category System: UC4A, Commodity Specification A or B.

The fourth paragraph of Section 80-3.01F, "Miscellaneous," of the Standard Specifications is amended to read:

• Portland cement concrete for metal post and brace footings and for deadmen shall be minor concrete conforming to the provisions in Section 90-10, "Minor Concrete." Minor concrete shall contain not less than 275 kg of cementitious material per cubic meter.

The fourth paragraph of Section 80-4.01C, "Miscellaneous," of the Standard Specifications is amended to read:

• Portland cement concrete for metal post and for deadmen shall be produced from minor concrete conforming to the provisions in Section 90-10, "Minor Concrete." Minor concrete shall contain not less than 275 kg of cementitious material per cubic meter.

SECTION 81: MONUMENTS

Issue Date: June 30, 2006

The fifth paragraph of Section 81-1.02, "Materials," of the Standard Specifications is amended to read:

• At the option of the Contractor, the frame and cover for Type B and Type D survey monuments shall be fabricated from either cast steel or gray cast iron. The covers shall fit into the frames without rocking.

The seventh paragraph of Section 81-1.02, "Materials," of the Standard Specifications is amended to read:

• Granular material for Type B and Type D survey monuments shall be gravel, crushed gravel, crushed rock or any combination thereof. Granular material shall not exceed 37.5 mm in greatest dimension.

SECTION 82: MARKERS AND DELINEATORS

Issue Date: June 30, 2006

The first paragraph of Section 82-1.02B, "Metal Posts," of the Standard Specifications is amended to read:

• Steel for metal posts shall conform to the requirements in ASTM Designation: A 36/A 36M. The posts shall be galvanized in conformance with the requirements in Section 75-1.05, "Galvanizing."

The third paragraph of Section 82-1.02D, "Target Plates," of the Standard Specifications is amended to read:

• The zinc-coated steel sheet shall conform to the requirements in ASTM Designation: A 653/A 653M, Classification: Commercial Steel (CS Types A, B and C). The steel sheets shall be galvanized in conformance with the requirements in Section 75-1.05, "Galvanizing." The zinc-coated surface shall be prepared for painting in a manner designed to produce optimum paint adherence. The surface preparation shall be accomplished without damaging or removing the zinc coating. Any evidence of damage or removal of the zinc coating shall be cause for rejection of the entire lot.

The eleventh paragraph of Section 82-1.02D, "Target Plates," of the Standard Specifications is amended to read:

• When tested in conformance with the requirements in California Test 671, the painted metal target plates shall, in general, have satisfactory resistance to weathering, humidity, salt spray and chemicals; the enamel coating shall have satisfactory adherence and impact resistance, a pencil lead hardness of HB minimum, 60° specular gloss of 80 percent minimum, an excitation purity of 3 percent maximum as received and after 1000 hours in an artificial weathering device in conformance with the requirements in ASTM Designation: G 155, Table X3.1, Cycle 1, and a daylight luminous directional reflectance ("Y" value) of 70 minimum.

The second paragraph of Section 82-1.02F, "Reflectors," of the Standard Specifications is amended to read:

• Reflectors for flexible target plates on Type K object markers and target plates on Class 2 delineators, and reflectors for Class 1 delineators shall be made from impact resistant retroreflective sheeting as specified in the special provisions. The color of the retroreflective sheeting shall conform to the color designated on the plans and the Chromaticity Coordinates specified in ASTM Designation: D 4956, or the PR color number specified by the Federal Highway Administration's Color Tolerance Chart.

The fourth paragraph of Section 82-1.02F, "Reflectors," of the Standard Specifications is amended to read:

The instrumental method of determining color shall conform to the requirements specified in ASTM Designation: D 4956. In the event of any dispute concerning the test results of instrumental testing, the visual test shall prevail.

SECTION 83: RAILINGS AND BARRIERS

Issue Date: August 17, 2007

The seventh paragraph in Section 83-1.02, "Materials and Construction," of the Standard Specifications is amended to read:

- Mortar shall conform to the provisions in Section 51-1.135, "Mortar," and shall consist of one part by volume of cementitious material and 3 parts of clean sand.

The first paragraph of Section 83-1.02B, "Metal Beam Guard Railing," of the Standard Specifications is amended to read:

- The rail elements, backup plates, terminal sections, end and return caps, bolts, nuts and other fittings shall conform to the requirements in AASHTO Designation: M 180, except as modified in this Section 83-1.02B and as specified in Section 83-1.02. The rail elements, backup plates, terminal sections, end and return caps shall conform to Class A, Type 1 W-Beam guard railing as shown in AASHTO Designation: M 180. The edges and center of the rail element shall contact each post block. Rail element joints shall be lapped not less than 316 mm and bolted. The rail metal, in addition to conforming to the requirements in AASHTO Designation: M 180, shall withstand a cold bend, without cracking, of 180 degrees around a mandrel of a diameter equal to 2.5 times the thickness of the plate.

The ninth paragraph in Section 83-1.02B, "Metal Beam Guard Railing," of the Standard Specifications is amended to read:

- The grades and species of wood posts and blocks shall be No. 1 timbers (also known as No. 1 structural) Douglas fir or No. 1 timbers Southern yellow pine. Wood posts and blocks shall be graded in conformance with the provisions in Section 57-2, "Structural Timber," of the Standard Specifications, except allowances for shrinkage after mill cutting shall in no case exceed 5 percent of the American Lumber Standards minimum sizes, at the time of installation.

The eleventh paragraph in Section 83-1.02B, "Metal Beam Guard Railing," of the Standard Specifications is amended to read:

- After fabrication, wood posts and blocks shall be pressure treated in conformance with Section 58, "Preservative Treatment of Lumber, Timber and Piling," and AWPA Use Category System: UC4A, Commodity Specification A.

The twelfth paragraph in Section 83-1.02B, "Metal Beam Guard Railing," of the Standard Specifications is amended to read:

- If copper naphthenate, ammoniacal copper arsenate, chromated copper arsenate, ammoniacal copper zinc arsenate, ammoniacal copper quat or copper azole is used to treat the wood posts and blocks, the bolt holes shall be treated as follows:

A. Before the bolts are inserted, bolt holes shall be filled with a grease, recommended by the manufacturer for corrosion protection, which will not melt or run at a temperature of 65°C.

The 24th paragraph of Section 83-1.02B, "Metal Beam Guard Railing," of the Standard Specifications is amended to read:

- End anchor assemblies and rail tensioning assemblies for metal beam guard railing shall be constructed as shown on the plans and shall conform to the following provisions:

1. An end anchor assembly (Type SFT) for metal beam guard railing shall consist of an anchor cable, an anchor plate, a wood post, a steel foundation tube, a steel soil plate and hardware.

2. An end anchor assembly (Type CA) for metal beam guard railing shall consist of an anchor cable, an anchor plate, a single anchor rod or double anchor rods, hardware and one concrete anchor.
3. A rail tensioning assembly for metal beam guard railing shall consist of an anchor cable, an anchor plate, and hardware.
4. The anchor plate, metal plates, steel foundation tubes and steel soil plate shall be fabricated of steel conforming to the requirements in ASTM Designation: A 36/A 36M.
5. The anchor rods shall be fabricated of steel conforming to the requirements in ASTM Designation: A 36/A 36M, A 441 or A 572, or ASTM Designation: A 576, Grades 1018, 1019, 1021 or 1026. The eyes shall be hot forged or formed with full penetration welds. After fabrication, anchor rods with eyes that have been formed with any part of the eye below 870°C during the forming operation or with eyes that have been closed by welding shall be thermally stress relieved prior to galvanizing. The completed anchor rod, after galvanizing, shall develop a strength of 220 kN.
6. In lieu of built-up fabrication of anchor plates as shown on the plans, anchor plates may be press-formed from steel plate, with or without welded seams.
7. All bolts and nuts shall conform to the requirements in ASTM Designation: A 307, unless otherwise specified in the special provisions or shown on the plans.
8. Anchor cable shall be 19 mm preformed, 6 x 19, wire strand core or independent wire rope core (IWRC), galvanized in conformance with the requirements in Federal Specification RR-W-410, right regular lay, manufactured of improved plow steel with a minimum breaking strength of 200 kN. Two certified copies of mill test reports of each manufactured length of cable used shall be furnished to the Engineer. The overall length of each cable anchor assembly shall be as shown on the plans, but shall be a minimum of 2 m.
9. Where shown on the plans, cable clips and a cable thimble shall be used to attach cable to the anchor rod. Thimbles shall be commercial quality, galvanized steel. Cable clips shall be commercial quality drop forged galvanized steel.
10. The swaged fitting shall be machined from hot-rolled bars of steel conforming to AISI Designation: C 1035, and shall be annealed suitable for cold swaging. The swaged fitting shall be galvanized before swaging. A lock pin hole to accommodate a 6 mm, plated, spring steel pin shall be drilled through the head of the swage fitting to retain the stud in proper position. The manufacturer's identifying mark shall be stamped on the body of the swage fitting.
11. The 25 mm nominal diameter stud shall conform to the requirements in ASTM Designation: A 449 after galvanizing. Prior to galvanizing, a 10 mm slot for the locking pin shall be milled in the stud end.
12. The swaged fittings, stud and nut assembly shall develop the specified breaking strength of the cable.
13. The cable assemblies shall be shipped as a complete unit including stud and nut.
14. Clevises shall be drop forged galvanized steel and shall develop the specified breaking strength of the cable.
15. One sample of cable properly fitted with swaged fitting and right hand thread stud at both ends as specified above, including a clevis when shown on the plans, one meter in total length, shall be furnished the Engineer for testing.
16. The portion of the anchor rod to be buried in earth shall be coated with a minimum 0.5 mm thickness of coal tar enamel conforming to AWWA Standard: C203 or a coal tar epoxy conforming to the requirements in Steel Structures Painting Council Paint Specification No. 16, Coal-Tar Epoxy-Polymide Black Paint or Corps of Engineers Specification, Formula C-200a, Coal-Tar Epoxy Paint.
17. Metal components of the anchor assembly shall be fabricated in conformance with good shop practice and shall be hot-dip galvanized in conformance with the provisions in Section 75-1.05, "Galvanizing."
18. Anchor cables shall be tightened after the concrete anchor has cured for at least 5 days.
19. Concrete used to construct anchors for end anchor assemblies shall be Class 3 or minor concrete conforming to the provisions in Section 90, "Portland Cement Concrete."
20. Concrete shall be placed against undisturbed material of the excavated holes for end anchors. The top 300 mm of holes shall be formed, if required by the Engineer.
21. Reinforcing steel in concrete anchors for end anchor assemblies shall conform to the provisions in Section 52, "Reinforcement."

The second paragraph in Section 83-1.02D, "Steel Bridge Railing," of the Standard Specifications is amended to read:

- Structural shapes, tubing, plates, bars, bolts, nuts, and washers shall be structural steel conforming to the provisions in Section 55-2, "Materials." Other fittings shall be commercial quality.

The second and third paragraphs in Section 83-1.02E, "Cable Railing," of the Standard Specifications are replaced with the following paragraph:

- Pipe for posts and braces shall be standard steel pipe or pipe that conforms to the provisions in Section 80-4.01A, "Posts and Braces."

The 2nd sentence of the 7th paragraph of Section 83-1.02E, "Cable Railing," of the Standard Specifications is amended to read:

Cable shall be galvanized in conformance with the requirements in Federal Specification RR-W-410.

The 5th paragraph of Section 83-1.02I, "Chain Link Railing," of the Standard Specifications is amended to read:

Where shown on the plans, cables used in the frame shall be 8 mm in diameter, wire rope, with a minimum breaking strength of 22 kN and shall be galvanized in conformance with the requirements in Federal Specification RR-W-410.

The 14th paragraph of Section 83-1.02I, "Chain Link Railing," of the Standard Specifications is amended to read:

Chain link fabric shall be either 11-gage Type I zinc-coated fabric conforming to the requirements in AASHTO M 181 or 11-gage Type IV polyvinyl chloride (PVC) coated fabric conforming to the requirements in Federal Specification RR-F-191/1.

The second paragraph of Section 83-1.03, "Measurement," of the Standard Specifications is amended to read:

- Except for metal beam guard railing within the pay limits of a terminal system end treatment or transition railing (Type WB), metal beam guard railing will be measured by the meter along the face of the rail element from end post to end post of the completed railing at each installation. The point of measurement at each end post will be the center of the bolt attaching the rail element to the end post.

The seventh paragraph of Section 83-1.03, "Measurement," of the Standard Specifications is amended to read:

- The quantities of end anchor assemblies (Type SFT or Type CA) and rail tensioning assemblies will be measured as units determined from actual count. An end anchor assembly (Type CA) with 2 cables attached to one concrete anchor will be counted as one terminal anchor assembly (Type CA) for measurement and payment.

The eighth paragraph of Section 83-1.03, "Measurement," of the Standard Specifications is amended to read:

- The quantities of return and end caps and the various types of terminal sections for metal beam guard railing will be determined as units from actual count.

The third paragraph of Section 83-1.04, "Payment," of the Standard Specifications is amended to read:

- The contract unit prices paid for end anchor assembly (Type SFT), end anchor assembly (Type CA), and rail tensioning assembly shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all work involved in constructing the end anchor assemblies, complete in place, including drilling anchor plate bolt holes in rail elements, driving steel foundation tubes, excavating for concrete anchor holes and disposing of surplus material, as shown on the plans, as specified in these specifications and the special provisions, and as directed by the Engineer.

The fourth paragraph of Section 83-1.04, "Payment," of the Standard Specifications is amended to read:

- The contract unit prices paid for return caps, end caps, and the various types of terminal sections for metal beam guard railing shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in installing terminal sections, return and end caps, complete in place, as shown on the plans, as specified in these specifications and the special provisions, and as directed by the Engineer.

The second paragraph of Section 83-2.02B, "Thrie Beam Barrier," of the Standard Specifications is amended to read:

- Rail elements, backup plates, terminal connectors, terminal sections, and return caps shall conform to Class A, Type 1 thrie beam guard railing as shown in AASHTO Designation: M 180.

The fourteenth paragraph of Section 83-2.02B, "Thrie Beam Barrier," of the Standard Specifications is amended to read:

- All metal work shall be fabricated in the shop, and no punching, cutting or welding will be permitted in the field. Rail elements shall be lapped so that the exposed ends will not face approaching traffic. Terminal sections and return caps shall be installed in conformance with the manufacturer's recommendation.

The first paragraph in Section 83-2.02D(2), "Materials," of the Standard Specifications is amended to read:

- Type 50 and 60 series concrete barriers shall be constructed of minor concrete conforming to the provisions in Section 90-10, "Minor Concrete," except as follows:

a. The maximum size of aggregate used for extruded or slip-formed concrete barriers shall be at the option of the Contractor, but in no case shall the maximum size be larger than 37.5-mm or smaller than 9.5-mm.
b. If the 9.5 mm maximum size aggregate grading is used to construct extruded or slip-formed concrete barriers, the cementitious material content of the minor concrete shall be not less than 400 kilograms per cubic meter.

The third paragraph in Section 83-2.02D(2), "Materials," of the Standard Specifications is amended to read:

- The concrete paving between the tops of the 2 walls of concrete barrier (Types 50E, 60E, 60GE, and 60SE) and the optional concrete slab at the base between the 2 walls of concrete barrier (Types 50E, 60E, 60GE, and 60SE) shall be constructed of minor concrete conforming to the provisions of Section 90-10, "Minor Concrete," except that the minor concrete shall contain not less than 300 kilograms of cementitious material per cubic meter.

The first paragraph of Section 83-2.03, "Measurement," of the Standard Specifications is amended to read:

- Except for single thrie beam barrier within the pay limits of transition railing (Type STB), single thrie beam barrier will be measured by the meter from end post to end post along the face of the rail element of the installed barrier. Single thrie beam barriers constructed on each side of piers under structures or other obstructions will be measured for payment along each line of the installed barrier.

The second paragraph of Section 83-2.03, "Measurement," of the Standard Specifications is amended to read:

- Except for double thrie beam barrier within the pay limits of transition railing (Type DTB), double thrie beam barrier will be measured by the meter from end post to end post along the center line of the installed barrier.

The fifth paragraph of Section 83-2.03, "Measurement," of the Standard Specifications is amended to read:

- The quantity of return caps, terminal connectors and the various types of terminal sections for single and double thrie beam barriers will be determined as units from actual count.

The sixth paragraph of Section 83-2.03, "Measurement," of the Standard Specifications is amended to read:

- The quantity of end anchor assemblies will be paid for as units determined from actual count.

The first paragraph of Section 83-2.04, "Payment," of the Standard Specifications is amended to read:

- The various types of thrie beam barrier, measured as specified in Section 83-2.03, "Measurement," will be paid for at the contract price per meter for single or double thrie beam barrier, whichever applies, and the contract unit price or prices for end anchor assemblies, return caps, terminal connectors and the various types of terminal sections.

The second paragraph of Section 83-2.04, "Payment," of the Standard Specifications is amended to read:

- The above prices and payments shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in constructing the barrier, complete in place, including drilling holes for wood posts, driving posts, backfilling the space around posts, excavating and backfilling end anchor assembly holes, connecting thrie beam barrier to concrete surfaces and disposing of surplus excavated material, and for furnishing, placing, removing and disposing of the temporary railing for closing the gap between existing barrier and the barrier being constructed as shown on the plans, and as specified in these specifications and the special provisions, and as directed by the Engineer.

The fourth paragraph in Section 83-2.04, "Payments," of the Standard Specifications is amended to read:

- Steel plate barrier attached to concrete barrier at overhead sign foundations, electroliers, drainage structures, and other locations shown on the plans will be measured and paid for as the type of concrete barrier attached thereto.

SECTION 84: TRAFFIC STRIPES AND PAVEMENT MARKINGS

Issue Date: July 21, 2006

The first paragraph of Section 84-2.02, "Materials," of the Standard Specifications is amended to read:

• The thermoplastic material shall conform to State Specification PTH-02SPRAY, PTH-02HYDRO or PTH-02ALKYD. Glass beads to be applied to the surface of the molten thermoplastic material shall conform to the requirements of State Specification 8010-004 (Type II).

The first paragraph of Section 84-3.02, "Materials," of the Standard Specifications is amended to read:

• Paint for traffic stripes and pavement markings shall conform to the following State Specifications:

Paint Type	Color	State Specification No.
Waterborne Traffic Line	White, Yellow and Black	PTWB-01
Acetone-Based	White, Yellow and Black	PT-150VOC(A)
Waterborne Traffic Line for disabled persons' parking, and other curb markings	Blue, Red and Green	Federal Specification No. TT-P-1952D

The fourth paragraph of Section 84-3.02, "Materials," of the Standard Specifications is amended to read:

• The kind of paint to be used (waterborne or acetone-based) shall be determined by the Contractor based on the time of year the paint is applied and local air pollution control regulations.

The first paragraph of Section 84-3.05, "Application," of the Standard Specifications is amended to read:

Traffic stripes and pavement markings shall be applied only on dry surfaces and only during periods of favorable weather. Painting shall not be performed when the atmospheric temperature is below 5°C when using acetone-based paint or below 10°C when using water borne paint; when freshly painted surfaces may become damaged by rain, fog, or condensation; nor when it can be anticipated that the atmospheric temperature will drop below the aforementioned 5°C or 10°C temperatures during the drying period.

The third paragraph of Section 84-3.05, "Application," of the Standard Specifications is deleted.

The tenth paragraph of Section 84-3.05, "Application," of the Standard Specifications is amended to read:

• Paint to be applied in 2 coats shall be applied approximately as follows:

Paint Type	Square Meter Coverage Per Liter	
	First Coat	Second Coat
Waterborne Paint	6	6
Acetone-Based Paint	10	5

SECTION 85: PAVEMENT MARKERS

Issue Date: August 17, 2007

The second through fifth paragraphs in Section 85-1.03, "Sampling, Tolerances and Packaging," of the Standard Specifications are amended to read:

Sampling

- Twenty markers selected at random will constitute a representative sample for each lot of markers.
- The lot size shall not exceed 25 000 markers.

Tolerances

- Three test specimens will be randomly selected from the sample for each test and tested in conformance with these specifications. Should any one of the 3 specimens fail to conform with the requirements in these specifications, 6 additional specimens will be tested. The failure of any one of these 6 specimens shall be cause for rejection of the entire lot or shipment represented by the sample.
- The entire sample of retroreflective pavement markers will be tested for reflectance. The failure of 10 percent or more of the original sampling shall be cause for rejection.

Section 85-1.04, "Non-Reflective Pavement Markers," of the Standard Specifications is amended to read:

85-1.04 Non-Reflective Pavement Markers

- Non-reflective pavement markers (Types A and AY) shall be, at the option of the Contractor, either ceramic or plastic conforming to these specifications.
- The top surface of the marker shall be convex with a gradual change in curvature. The top, bottom and sides shall be free of objectionable marks or discoloration that will affect adhesion or appearance.
- The bottom of markers shall have areas of integrally formed protrusions or indentations, which will increase the effective bonding surface area of adhesive. The bottom surface of the marker shall not deviate more than 1.5 mm from a flat surface. The areas of protrusion shall have faces parallel to the bottom of the marker and shall project approximately one mm from the bottom.

The second through fourth paragraphs of Section 85-1.04A, "Non-Reflective Pavement Markers (Ceramic)," of the Standard Specifications are deleted.

The table in the fifth paragraph in Section 85-1.04A, "Non-Reflective Pavement Markers (Ceramic)," of the Standard Specifications is amended to read:

Testing

- Tests shall be performed in conformance with the requirements in California Test 669.

Test	Test Description	Requirement
a	Bond strength	4.8 MPa, min.
b	Glaze thickness	180 µm, min.
c	Hardness	6 Moh, min.
d	Luminance factor, Type A, white markers only, glazed surface	75, min.
e	Yellowness index, Type A, white markers only, glazed surface	7, max.
f	Color-yellow, Type AY, yellow markers only. The chromaticity coordinates shall be within a color box defined in CTM 669	Pass
g	Compressive strength	6700 N, min.
h	Water absorption	2.0 %, max.
i	Artificial weathering, 500 hours exposure, yellowness index	20, max.

Section 85-1.04B, "Non-Reflective Pavement Markers (Plastic)," of the Standard Specifications is amended to read:

85-1.04B Non-Reflective Pavement Markers (Plastic)

- Plastic non-reflective pavement markers Types A and AY shall be, at the option of the Contractor, either polypropylene or acrylonitrile-butadiene-styrene (ABS) plastic type.
- Plastic markers shall conform to the testing requirements specified in Section 85-1.04A, "Non-Reflective Pavement Markers (Ceramic)," except that Tests a, b, c, and h shall not apply. The plastic markers shall not be coated with substances that interfere with the ability of the adhesive bonding to the marker.

The sixth and seventh paragraphs in Section 85-1.05, "Retroreflective Pavement Markers," of the Standard Specifications are amended to read:

Testing

- Tests shall be performed in conformance with the requirements in California Test 669.

Test Description	Requirement		
Bond strength[a]	3.4 MPa, min.		
Compressive strength[b]	8900 N, min.		
Abrasion resistance, marker must meet the respective specific intensity minimum requirements after abrasion.	Pass		
Water Soak Resistance	No delamination of the body or lens system of the marker nor loss of reflectance		
	Specific Intensity		
Reflectance	Clear	Yellow	Red
0° Incidence Angle, min.	3.0	1.5	0.75
20° Incidence Angle, min.	1.2	0.60	0.30
After one year field evaluation	0.30	0.15	0.08

a. Failure of the marker body or filler material prior to reaching 3.4 MPa shall constitute a failing bond strength test.

b. Deformation of the marker of more than 3 mm at a load of less than 8900 N or delamination of the shell and the filler material of more than 3 mm regardless of the load required to break the marker shall be cause for rejection of the markers as specified in Section 85-1.03, "Sampling, Tolerances and Packaging."

- Pavement markers to be placed in pavement recesses shall conform to the above requirements for retroreflective pavement markers except that the minimum compressive strength requirement shall be 5338 N.

The eighth paragraph of Section 85-1.05, "Retroreflective Pavement Markers," of the Standard Specifications is deleted.

The eighth paragraph in Section 85-1.06, "Placement," of the Standard Specifications is amended to read:

- Epoxy adhesive shall not be used to apply non-reflective plastic pavement markers.

The seventh sentence of the fourteenth paragraph of Section 85-1.06, "Placement," of the Standard Specifications is amended to read:

- Soft rags moistened with mineral spirits conforming to Army Mil-PRF-680A(1) or kerosene may be used, if necessary, to remove adhesive from exposed faces of pavement markers.

SECTION 86: SIGNALS, LIGHTING AND ELECTRICAL SYSTEMS

Issue Date: January 5, 2007

The second paragraph of Section 86-1.01, "Description," of the Standard Specifications is amended to read:

- The locations of signals, beacons, standards, lighting fixtures, signs, controls, services and appurtenances shown on the plans are approximate and the exact locations will be approved by the Engineer in the field.

The tenth paragraph of Section 86-1.06, "Maintaining Existing and Temporary Electrical Systems," of the Standard Specifications is amended to read:

- These provisions will not relieve the Contractor in any manner of the Contractor's responsibilities as provided in Section 7-1.12, "Indemnification and Insurance," and Section 7-1.16, "Contractor's Responsibility for the Work and Materials."

The first paragraph of Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

- Except for concrete for cast-in-drilled-hole concrete pile foundations, portland cement concrete shall conform to Section 90-10, "Minor Concrete."

The fourth paragraph in Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

- After each post, standard, and pedestal on structures is in proper position, mortar shall be placed under the base plate as shown on the plans. The exposed portions shall be formed to present a neat appearance. Mortar shall conform to Section 51-1.135, "Mortar," except the mortar shall consist of one part by volume of cementitious material and 3 parts of clean sand and shall contain only sufficient moisture to permit packing. Mortar shall be cured by keeping it damp for 3 days.

The fifth paragraph of Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

- Reinforced cast-in-drilled-hole concrete pile foundations for traffic signal and lighting standards shall conform to the provisions in Section 49, "Piling," with the following exceptions: 1) Material resulting from drilling holes shall be disposed of in conformance with the provisions in Section 86-2.01, "Excavating and Backfilling," and 2) Concrete filling for cast-in-drilled-hole concrete piles will not be considered as designated by compressive strength.

The seventh paragraph of Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

- Forms shall be true to line and grade. Tops of foundations for posts and standards, except special foundations, shall be finished to curb or sidewalk grade or as directed by the Engineer. Forms shall be rigid and securely braced in place. Conduit ends and anchor bolts shall be placed in proper position and to proper height, and anchor bolts shall be held in place by means of rigid top and bottom templates. The bottom template shall be made of steel. The bottom template shall provide proper spacing and alignment of the anchor bolts near their bottom embedded end. The bottom template shall be installed before placing footing concrete. Anchor bolts shall not be installed more than 1:40 from vertical.

Section 86-2.03, "Foundations," of the Standard Specifications is amended by deleting the eighth paragraph.

The twelfth paragraph of Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

- Plumbing of the standards shall be accomplished by adjusting the leveling nuts before placing the mortar or before the foundation is finished to final grade. Shims or other similar devices shall not be used for plumbing or raking of posts, standards, or pedestals. After final adjustments of both top nuts and leveling nuts on anchorage assemblies have been made, firm contact shall exist between all bearing surfaces of the anchor bolt nuts, washers, and the base plates.

The first paragraph of Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications is amended to read:

- Bolts, nuts and washers, and anchor bolts for use in signal and lighting support structures shall conform to the provisions in Section 55-2, "Materials." Except when bearing-type connections or slipbases are specified, high-strength

bolted connections shall conform to the provisions in Section 55-3.14, "Bolted Connections." Welding, nondestructive testing (NDT) of welds, and acceptance and repair criteria for NDT of steel members shall conform to the requirements of AWS D1.1 and the special provisions.

The second paragraph of Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications is amended to read:

• On each lighting standard except Type 1, one rectangular corrosion resistant metal identification tag shall be permanently attached above the hand hole, near the base of the standard, using stainless steel rivets. On each signal pole support, two corrosion resistant metal identification tags shall be attached, one above the hand hole near the base of the vertical standard and one on the underside of the signal mast arm near the arm plate. As a minimum, the information on each identification tag shall include the name of the manufacturer, the date of manufacture, the identification number as shown on the plans, the contract number, and a unique identification code assigned by the fabricator. This number shall be traceable to a particular contract and the welds on that component, and shall be readable after the support structure is coated and installed. The lettering shall be a minimum of 7 mm high. The information may be either depressed or raised, and shall be legible.

The fourth paragraph of Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications is amended to read:

• Ferrous metal parts of standards, with shaft length of 4.6 m and longer, shall conform to the details shown on the plans, the provisions in Section 55-2, "Materials," except as otherwise noted, and the following requirements:

A. Except as otherwise specified, standards shall be fabricated from sheet steel of weldable grade having a minimum yield strength, after fabrication, of 276 MPa.
B. Certified test reports which verify conformance to the minimum yield strength requirements shall be submitted to the Engineer. The test reports may be the mill test reports for the as-received steel or, when the as-received steel has a lower yield strength than required, the Contractor shall provide supportive test data which provides assurance that the Contractor's method of cold forming will consistently increase the tensile properties of the steel to meet the specified minimum yield strength. The supportive test data shall include tensile properties of the steel after cold forming for specific heats and thicknesses.
C. When a single-ply 8-mm thick pole is specified, a 2-ply pole with equivalent section modulus may be substituted.
D. Standards may be fabricated of full-length sheets or shorter sections. Each section shall be fabricated from not more than 2 pieces of sheet steel. Where 2 pieces are used, the longitudinal welded seams shall be directly opposite one another. When the sections are butt-welded together, the longitudinal welded seams on adjacent sections shall be placed to form continuous straight seams from base to top of standard.
E. Butt-welded circumferential joints of tubular sections requiring CJP groove welds shall be made using a metal sleeve backing ring inside each joint. The sleeve shall be 3-mm nominal thickness, or thicker, and manufactured from steel having the same chemical composition as the steel in the tubular sections to be joined. When the sections to be joined have different specified minimum yield strengths, the steel in the sleeve shall have the same chemical composition as the tubular section having the higher minimum yield strength. The width of the metal sleeve shall be consistent with the type of NDT chosen and shall be a minimum width of 25 mm. The sleeve shall be centered at the joint and be in contact with the tubular section at the point of the weld at time of fit-up.
F. Welds shall be continuous.
G. The weld metal at the transverse joint shall extend to the sleeve, making the sleeve an integral part of the joint.
H. During fabrication, longitudinal seams on vertical tubular members of cantilevered support structures shall be centered on and along the side of the pole that the pole plate is located. Longitudinal seams on horizontal tubular members, including signal and luminaire arms, shall be within +/-45 degrees of the bottom of the arm.
I. The longitudinal seam welds in steel tubular sections may be made by the electric resistance welding process.
J. Longitudinal seam welds shall have 60 percent minimum penetration, except that within 150 mm of circumferential welds, longitudinal seam welds shall be CJP groove welds. In addition, longitudinal seam welds on lighting support structures having telescopic pole segment splices shall be CJP groove welds on the female end for a length on each end equal to the designated slip fit splice length plus 150 mm.
K. Exposed circumferential welds, except fillet and fatigue-resistant welds, shall be ground flush (-0, +2 mm) with the base metal prior to galvanizing or painting.
L. Circumferential welds and base plate-to-pole welds may be repaired only one time without written permission from the Engineer.
M. Exposed edges of the plates that make up the base assembly shall be finished smooth and exposed corners of the plates shall be broken unless otherwise shown on the plans. Shafts shall be provided with slip-fitter shaft caps.

N. Flatness of surfaces of 1) base plates that are to come in contact with concrete, grout, or washers and leveling nuts; 2) plates in high-strength bolted connections; 3) plates in joints where cap screws are used to secure luminaire and signal arms; and 4) plates used for breakaway slip base assemblies shall conform to the requirements in ASTM A6.

O. Standards shall be straight, with a permissive variation not to exceed 25 mm measured at the midpoint of a 9-m or 11-m standard and not to exceed 20 mm measured at the midpoint of a 5-m through 6-m standard. Variation shall not exceed 25 mm at a point 4.5 m above the base plate for Type 35 and Type 36 standards.

P. Zinc-coated nuts used on fastener assemblies having a specified preload (obtained by specifying a prescribed tension, torque value, or degree of turn) shall be provided with a colored lubricant that is clean and dry to the touch. The color of the lubricant shall be in contrast to the zinc coating on the nut so that the presence of the lubricant is visually obvious. In addition, either the lubricant shall be insoluble in water, or fastener components shall be shipped to the job site in a sealed container.

Q. No holes shall be made in structural members unless the holes are shown on the plans or are approved in writing by the Engineer.

R. Standards with an outside diameter of 300 mm or less shall be round. Standards with an outside diameter greater than 300 mm shall be round or multisided. Multisided standards shall have a minimum of 12 sides which shall be convex and shall have a minimum bend radius of 100 mm.

S. Mast arms for standards shall be fabricated from material as specified for standards, and shall conform to the dimensions shown on the plans.

T. The cast steel option for slip bases shall be fabricated from material conforming to the requirements in ASTM Designation: A 27/A 27M, Grade 70-40. Other comparable material may be used if written permission is given by the Engineer. The casting tolerances shall be in conformance with the Steel Founder's Society of America recommendations (green sand molding).

U. One casting from each lot of 50 castings or less shall be subject to radiographic inspection, in conformance with the requirements in ASTM Designation: E 94. The castings shall comply with the acceptance criteria severity level 3 or better for the types and categories of discontinuities in conformance with the requirements in ASTM Designations: E 186 and E 446. If the one casting fails to pass the inspection, 2 additional castings shall be radiographed. Both of these castings shall pass the inspection, or the entire lot of 50 will be rejected.

V. Material certifications, consisting of physical and chemical properties, and radiographic films of the castings shall be filed at the manufacturer's office. These certifications and films shall be available for inspection upon request.

W. High-strength bolts, nuts, and flat washers used to connect slip base plates shall conform to the requirements in ASTM Designation: A 325 or A 325M and shall be galvanized in conformance with the provisions in Section 75-1.05, "Galvanizing."

X. Plate washers shall be fabricated by saw cutting and drilling steel plate conforming to the requirements in AISI Designation: 1018, and be galvanized in conformance with the provisions in Section 75-1.05, "Galvanizing." Prior to galvanizing, burrs and sharp edges shall be removed and holes shall be chamfered sufficiently on each side to allow the bolt head to make full contact with the washer without tension on the bolt.

Y. High-strength cap screws shown on the plans for attaching arms to standards shall conform to the requirements in ASTM Designation: A 325, A 325M, or A 449, and shall comply with the mechanical requirements in ASTM Designation: A 325 or A 325M after galvanizing. The cap screws shall be galvanized in conformance with the provisions in Section 75-1.05, "Galvanizing." The threads of the cap screws shall be coated with a colored lubricant that is clean and dry to the touch. The color of the lubricant shall be in contrast to the color of the zinc coating on the cap screw so that presence of the lubricant is visually obvious. In addition, either the lubricant shall be insoluble in water, or fastener components shall be shipped to the job site in a sealed container.

Z. Unless otherwise specified, bolted connections attaching signal or luminaire arms to poles shall be considered slip critical. Galvanized faying surfaces on plates on luminaire and signal arms and matching plate surfaces on poles shall be roughened by hand using a wire brush prior to assembly and shall conform to the requirements for Class C surface conditions for slip-critical connections in "Specification for Structural Joints Using ASTM A 325 or A 490 Bolts," a specification approved by the Research Council on Structural Connections (RCSC) of the Engineering Foundation. For faying surfaces required to be painted, the paint shall be an approved type, brand, and thickness that has been tested and approved according to the RCSC Specification as a Class B coating.

AA. Samples of fastener components will be randomly taken from each production lot by the Engineer and submitted, along with test reports required by appropriate ASTM fastener specifications, for QA testing and evaluation. Sample sizes for each fastener component shall be as determined by the Engineer.

The seventh paragraph of Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications is amended to read:

• To avoid interference of arm plate-to-tube welds with cap screw heads, and to ensure cap screw heads can be turned using conventional installation tools, fabricators shall make necessary adjustments to details prior to fabrication and properly locate the position of arm tubes on arm plates during fabrication.

The fourth subparagraph of the eighteenth paragraph in Section 86-2.05C, "Installation," of the Standard Specifications is amended to read:

• The conduit shall be placed in the bottom of the trench, and the trench shall be backfilled with minor concrete conforming to the provisions in Section 90-10, "Minor Concrete." Minor concrete shall contain not less than 350 kilograms of cementitious material per cubic meter. Concrete backfill shall be placed to the pavement surface except, when the trench is in asphalt concrete pavement and additional pavement is not being placed, the top 30 mm of the trench shall be backfilled with asphalt concrete produced from commercial quality paving asphalt and aggregates.

The third subparagraph of the twenty-third paragraph in Section 86-2.05C, "Installation," of the Standard Specifications is amended to read:

• Precast concrete conduit cradles shall conform to the dimensions shown on the plans and shall be constructed of minor concrete and commercial quality welded wire fabric. Minor concrete shall conform to the provisions in Section 90-10, "Minor Concrete," and shall contain not less than 350 kilograms of cementitious material per cubic meter. The cradles shall be moist cured for not less than 3 days.

The seventh subparagraph of the twenty-third paragraph in Section 86-2.05C, "Installation," of the Standard Specifications is amended to read:

• The space around conduits through bridge abutment walls shall be filled with mortar conforming to the provisions in Section 51-1.135, "Mortar," except that the proportion of cementitious material to sand shall be 1:3.

The fifth paragraph in Section 86-2.07, "Traffic Pull Boxes," of the Standard Specifications is amended to read:

• Concrete placed around and under traffic pull boxes as shown on the plans shall be minor concrete conforming to the provisions in Section 90-10, "Minor Concrete."

The traffic signal controller cabinet requirement in the table in Section 86-2.08A, "Conductor Identification," of the Standard Specifications is amended to read:

Traffic Signal Controller Cabinet	Ungrounded Circuit Conductor	Blk	None	CON-1	6
	Grounded Circuit Conductor	Wht	None	CON-2	6

The second paragraph of Section 86-2.08B, "Multiple Circuit Conductors," of the Standard Specifications is amended to read by the following 2 paragraphs:

• At any point, the minimum insulation thickness of any Type USE, RHH, or RHW insulation shall be 1.0 mm for conductor sizes No. 14 to No. 10, inclusive; and 1.3 mm for No. 8 to No. 2, inclusive.
• At any point, the minimum insulation thickness of any Type THW or TW wires shall be 0.7 mm for conductor sizes No. 14 to No. 10, inclusive; 1.0 mm for No. 8; and 1.4 mm for No. 6 to No. 2, inclusive.

The sixth and seventh paragraphs of 86-2.12, "Wood Poles," of the Standard Specifications are amended to read:

• After fabrication, wood poles shall be pressure treated in conformance with the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," and AWPA Use Category System: UC4B, Commodity Specification D.
• Wood poles, when specified in the special provisions to be painted, shall be treated with waterborne wood preservatives.

The first paragraph of Section 86-2.15, "Galvanizing," of the Standard Specifications is amended to read:

• Galvanizing shall be in conformance with the provisions in Section 75-1.05, "Galvanizing," except that cabinets may be constructed of material galvanized prior to fabrication in conformance with the requirements in ASTM Designation:

A 653/653M, Coating Designation G 90, in which case all cut or damaged edges shall be painted with at least 2 applications of approved unthinned zinc-rich primer (organic vehicle type) conforming to the provisions in Section 91, "Paint." Aerosol cans shall not be used. Other types of protective coating must be approved by the Engineer prior to installation.

Item B of the thirteenth paragraph of Section 86-2.16, "Painting," of the Standard Specifications is amended to read:

B. Salt Spray Resistance - The undercutting of the film of the coating system shall not exceed 3 mm average, from lines scored diagonally and deep enough to expose the base metal, after 336 hours exposure in a salt spray cabinet in conformance with the requirements in ASTM Designation: B 117.

The first paragraph of Section 86-4.01, "Vehicle Signal Faces," of the Standard Specifications is amended to read:

• Each vehicle signal face shall be of the adjustable type conforming to the requirements in Institute of Transportation Engineers (ITE) Publication: ST-017B, "Vehicle Traffic Control Signal Heads."

Subparagraphs 1 and 3 of the first paragraph of Section 86-4.01A, "Optical Units," of the Standard Specifications are amended to read:

- Lenses, reflectors, reflector assemblies, lamp receptacles, lamps, wiring and light distribution shall conform to the requirements in ITE Publication: ST-017B.

- All reflectors shall conform to the requirements in ITE Publication: ST-017B except that reflectors shall be made of silvered glass or of specular aluminum with an anodic coating. Reflector ring holder shall be made of cast aluminum.

The first paragraph of Section 86-4.01B, "Signal Sections," of the Standard Specifications is amended to read:

• Each signal section housing shall be either die-cast or permanent mold-cast aluminum conforming to ITE Publication: ST-017B or, when specified in the special provisions, shall be structural plastic.

The first paragraph of Section 86-4.01C, "Electrical Components," of the Standard Specifications is amended to read:

• Lamp receptacles and wiring shall conform to ITE Publication: ST-017B. The metal portion of the medium base lamp socket shall be brass, copper or phosphor bronze.

The first paragraph of Section 86-4.01D, "Visors," of the Standard Specifications is amended to read:

• Each signal section shall be provided with a removable visor conforming to the requirements in ITE Publication: ST-017B. Visors are classified, on the basis of lens enclosure, as full circle, tunnel (bottom open), or cap (bottom and lower sides open). Unless otherwise specified, visors shall be the tunnel type.

The first paragraph of Section 86-4.02A, "Physical and Mechanical Requirements," of the Standard Specifications is amended to read:

• Light emitting diode signal modules shall be designed as retrofit replacements for optical units of standard traffic signal sections and shall not require special tools for installation. Light emitting diode signal modules shall fit into existing traffic signal section housings built in conformance with the requirements in the Institute of Transportation Engineers (ITE) publication ST-017B, "Vehicle Traffic Control Signal Heads (VTCSH)" without modification to the housing.

The seventh paragraph of Section 86-4.02A, "Physical and Mechanical Requirements," of the Standard Specifications is amended to read:

• Light emitting diode signal modules shall be protected against dust and moisture intrusion in conformance with the requirements in NEMA Standard 250 for Type 4 enclosures to protect the internal components.

The first paragraph of Section 86-4.02B, "Photometric Requirements," of the Standard Specifications is amended to read:

• The minimum initial luminous intensity values for light emitting diode signal modules shall conform to the requirements in Section 11.04 of the Institute of Transportation Engineers (ITE) publication ST-017B, "Vehicle Traffic Control Signal Heads (VTCSH)" at 25°C.

The third paragraph of Section 86-4.02C, "Electrical," of the Standard Specifications is amended to read:

- The light emitting diode signal module on-board circuitry shall include voltage surge protection to withstand high-repetition noise transients as specified in Section 2.1.6 of NEMA Standard TS2.

Subparagraph 7 of the fourth paragraph of Section 86-4.02D(1), "Design Qualification Testing," of the Standard Specifications is amended to read:

- Moisture resistance testing shall be performed on light emitting diode signal modules in conformance with the requirements in NEMA Standard 250 for Type 4 enclosures. Evidence of internal moisture after testing shall be cause for rejection.

The second paragraph of Section 86-4.05, "Programmed Visibility Vehicle Signal Faces," of the Standard Specifications is amended to read:

- Each programmed visibility signal section shall provide a nominal 300-mm diameter circular or arrow indication. Color and arrow configuration shall conform to the requirements in ITE Publication: ST-017B.

The first paragraph of Section 86-4.06, "Pedestrian Signal Faces," of the Standard Specifications is amended to read:

- Message symbols for pedestrian signal faces shall be white WALKING PERSON and Portland orange UPRAISED HAND conforming to the requirements in the Institute of Transportation Engineers Standards: "Pedestrian Traffic Control Signal Indications" and "California MUTCD." The height of each symbol shall be not less than 250 mm and the width of each symbol shall be not less than 165 mm.

Subparagraph 3 of the first paragraph of Section 86-4.06A, "Types," of the Standard Specifications is amended to read:

- Each reflector assembly shall consist of a double reflector or 2 single reflectors. Each reflector shall be made of either aluminum or plastic. Reflectors shall conform to the requirements in Institute of Transportation Engineers Publication: ST-017B, "Vehicle Traffic Control Signal Heads." Plastic reflectors shall consist of molded or vacuum-formed plastic with a vacuum-deposited aluminum reflecting surface. The plastic material shall not distort when the reflector is used with the lamp of the wattage normally furnished with the signal. In addition, the UL nonmechanical loading temperature of the material shall exceed, by at least 10°C, the maximum temperature in the signal section with the lamp "ON" and measured in an ambient air temperature of 25°C in conformance with the requirements in UL Publication UL 746B. Each completed reflector shall, when operated with the appropriate lamp and lens, provide the message brightness specified.

The tenth paragraph of Section 86-4.07, "Light Emitting Diode Pedestrian Signal Face 'Upraised Hand' Module," of the Standard Specifications is amended to read:

- The luminance of the "UPRAISED HAND" symbol shall be 3750 cd/m^2 minimum. The color of "UPRAISED HAND" shall be Portland orange conforming to the requirements of the Institute of Transportation Engineers Standards: "Pedestrian Traffic Control Signal Indications" and "California MUTCD." The height of each symbol shall be not less than 250 mm and the width of each symbol shall be not less than 165 mm.

The second paragraph of Section 86-4.07C, "Electrical," of the Standard Specifications is amended to read:

- On-board circuitry of the light emitting diode pedestrian signal modules shall include voltage surge protection to withstand high-repetition noise transients as stated in Section 2.1.6 of NEMA Standard TS2.

The second paragraph of Section 86-4.07D(1), "Design Qualification Testing," of the Standard Specifications is amended to read:

- A quantity of 2 units for each design shall be submitted for Design Qualification Testing. Test units shall be submitted to the Transportation Laboratory, after manufacturer's testing is complete.

Subparagraphs 5 and 7 of the fourth paragraph of Section 86-4.07D(1), "Design Qualification Testing," of the Standard Specifications are amended to read:

- Mechanical vibration testing shall be in conformance with the requirements in Military Specification MIL-STD-883, Test Method 2007, using three 4-minute cycles along each x, y and z axis, at a force of 2.5 Gs, with a frequency sweep from 2 Hz to 120 Hz. The loosening of the lens or of internal components, or other physical damage shall be cause for rejection.

- Moisture resistance testing shall be performed on modules mounted in a standard pedestrian signal housing in conformance to the requirements in NEMA Standard 250 for Type 4 enclosures. Evidence of internal moisture after testing shall be cause for rejection.

The cone penetration, flow, and resilience requirements in the table in the second paragraph under "Hot-Melt Rubberized Asphalt Sealant" of Section 86-5.01A(5), "Installation Details," of the Standard Specifications is amended to read:

Cone Penetration, 25°C, 150 g, 5 s	D 5329, Sec. 6	3.5 mm, max.
Flow, 60°C	D 5329, Sec. 8	5 mm, max.
Resilience, 25°C	D 5329, Sec. 12	25%, min.

The first paragraph in Section 86-5.01D, "Removing or Abandoning Existing Pressure-Sensitive Detectors," of the Standard Specifications is amended to read:

- When a foundation for a pressure-sensitive vehicle detector is to be removed, the hole left by removing the detector frame and foundation shall be filled with minor concrete, except the roadway surface shall be reconstructed with material to match existing surfacing. Minor concrete shall conform to the provisions in Section 90-10, "Minor Concrete," except that the concrete shall contain not less than 250 kilograms of cementitious material per cubic meter for asphalt concrete surfaced roadways and not less than 350 kilograms of cementitious material per cubic meter for portland cement concrete surfaced roadways.

The third paragraph under "Mounting Assemblies" of Section 86-6.065, "Internally Illuminated Street Name Signs," of the Standard Specifications is amended to read:

- At least 4.9 m of clearance shall be provided between the bottom of the fixture and the roadway.

The first paragraph of Section 86-8.01, "Payment," of the Standard Specifications is amended to read:

- The contract lump sum price or prices paid for signal, ramp metering, flashing beacon, lighting, sign illumination, traffic monitoring station, highway advisory radio systems, closed circuit television systems, or combinations thereof; for modifying or removing those systems; for temporary systems; or the lump sum or unit prices paid for various units of those systems; or the lump sum or per meter price paid for conduit of the various sizes, types and installation methods listed in the Engineer's Estimate shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in furnishing and installing, modifying, or removing the systems, combinations or units thereof, as shown on the plans, as specified in these specifications and the special provisions, and as directed by the Engineer, including any necessary pull boxes (except when the type required is shown as a separate contract item); excavation and backfill; concrete foundations (except when shown as a separate contract item); pedestrian barricades; furnishing and installing illuminated street name signs; installing sign panels on pedestrian barricades, on flashing beacon standards, and on traffic signal mast arms; restoring sidewalk, pavement and appurtenances damaged or destroyed during construction; salvaging existing materials; and making all required tests.

Section 86-8.01, "Payment," of the Standard Specifications is amended by adding the following paragraph after the first paragraph:

- If a portion or all of the poles for signal, lighting and electrical systems pursuant to Standard Specification Section 86, "Signals, Lighting and Electrical Systems," is fabricated more than 480 air line kilometers from both-Sacramento and Los Angeles, additional shop inspection expenses will be sustained by the State. Whereas it is and will be impracticable and extremely difficult to ascertain and determine the actual increase in such expenses, it is agreed that payment to the Contractor for furnishing such items from each fabrication site located more than 480 air line kilometers from both Sacramento and Los Angeles will be reduced $5000; in addition, in the case where a fabrication site is located more than 4800 air line kilometers from both Sacramento and Los Angeles, payment will be reduced an additional $3000 per each fabrication site ($8000 total per site).

SECTION 88: ENGINEERING FABRIC

Issue Date: January 15, 2002

Section 88-1.02, "Pavement Reinforcing Fabric," of the Standard Specifications is amended to read:

• Pavement reinforcing fabric shall be 100 percent polypropylene staple fiber fabric material, needle-punched, thermally bonded on one side, and conform to the following:

Specification	Requirement
Weight, grams per square meter ASTM Designation: D 5261	140
Grab tensile strength (25-mm grip), kilonewtons, min. in each direction ASTM Designation: D 4632	0.45
Elongation at break, percent min. ASTM Designation: D 4632	50
Asphalt retention by fabric, grams per square meter. (Residual Minimum) ASTM Designation: D 6140	900

Note: Weight, grab, elongation and asphalt retention are based on Minimum Average Roll Value (MARV)

SECTION 90: PORTLAND CEMENT CONCRETE

Issue Date: March 16, 2007

Section 90, "Portland Cement Concrete," of the Standard Specifications is amended to read:

SECTION 90: PORTLAND CEMENT CONCRETE

90-1 GENERAL

90-1.01 DESCRIPTION

• Portland cement concrete shall be composed of cementitious material, fine aggregate, coarse aggregate, admixtures if used, and water, proportioned and mixed as specified in these specifications.

• The Contractor shall determine the mix proportions for concrete in conformance with these specifications.

• Class 1 concrete shall contain not less than 400 kg of cementitious material per cubic meter.

• Class 2 concrete shall contain not less than 350 kg of cementitious material per cubic meter.

• Class 3 concrete shall contain not less than 300 kg of cementitious material per cubic meter.

• Class 4 concrete shall contain not less than 250 kg of cementitious material per cubic meter.

• Minor concrete shall contain not less than 325 kg of cementitious material per cubic meter unless otherwise specified in these specifications or the special provisions.

• Unless otherwise designated on the plans or specified in these specifications or the special provisions, the amount of cementitious material used per cubic meter of concrete in structures or portions of structures shall conform to the following:

Use	Cementitious Material Content (kg/m^3)
Concrete designated by compressive strength:	
Deck slabs and slab spans of bridges	400 min., 475 max.
Roof sections of exposed top box culverts	400 min., 475 max.
Other portions of structures	350 min., 475 max.
Concrete not designated by compressive strength:	
Deck slabs and slab spans of bridges	400 min.
Roof sections of exposed top box culverts	400 min.
Prestressed members	400 min.
Seal courses	400 min.
Other portions of structures	350 min.
Concrete for precast members	350 min., 550 max.

- Whenever the 28-day compressive strength shown on the plans is greater than 25 MPa, the concrete shall be designated by compressive strength. If the plans show a 28-day compressive strength that is 28 MPa or greater, an additional 14 days will be allowed to obtain the specified strength. The 28-day compressive strengths shown on the plans that are 25 MPa or less are shown for design information only and are not a requirement for acceptance of the concrete.
- Concrete designated by compressive strength shall be proportioned such that the concrete will attain the strength shown on the plans or specified in the special provisions.
- Before using concrete for which the mix proportions have been determined by the Contractor, or in advance of revising those mix proportions, the Contractor shall submit in writing to the Engineer a copy of the mix design.
- Compliance with cementitious material content requirements will be verified in conformance with procedures described in California Test 518 for cement content. For testing purposes, supplementary cementitious material shall be considered to be cement. Batch proportions shall be adjusted as necessary to produce concrete having the specified cementitious material content.
- If any concrete has a cementitious material, portland cement, or supplementary cementitious material content that is less than the minimum required, the concrete shall be removed. However, if the Engineer determines that the concrete is structurally adequate, the concrete may remain in place and the Contractor shall pay to the State $0.55 for each kilogram of cementitious material, portland cement, or supplementary cementitious material that is less than the minimum required. The Department may deduct the amount from any moneys due, or that may become due, the Contractor under the contract. The deductions will not be made unless the difference between the contents required and those actually provided exceeds the batching tolerances permitted by Section 90-5, "Proportioning." No deductions will be made based on the results of California Test 518.
- The requirements of the preceding paragraph shall not apply to minor concrete or commercial quality concrete.

90-2 MATERIALS

90-2.01 CEMENTITIOUS MATERIALS

- Unless otherwise specified, cementitious material shall be either a combination of Type II or Type V portland cement and a supplementary cementitious material, or a blended cement.
- Cementitious materials used in cast-in-place concrete for exposed surfaces of like elements of a structure shall be from the same sources and of the same proportions.
- Cementitious materials shall be protected from moisture until used. Sacked cementitious materials shall be piled to permit access for tallying, inspecting, and identifying each shipment.
- Facilities shall be provided to ensure that cementitious materials meeting this Section 90-2.01 are kept separate from other cementitious materials. Sampling cementitious materials shall be in conformance with California Test 125.
- The Contractor shall furnish a Certificate of Compliance for cementitious materials in conformance with the provisions in Section 6-1.07, "Certificates of Compliance." The Certificate of Compliance shall indicate the source by name and location (including country, state, and city). If cementitious material is delivered directly to the job site, the Certificate of Compliance shall be signed by the cementitious material supplier. If the cementitious material is used in ready-mixed concrete or in precast concrete products purchased as such by the Contractor, the Certificate of Compliance shall be signed by the manufacturer of the concrete or product.

90-2.01A CEMENT

- Portland cement shall conform to the requirements in ASTM Designation: C 150 except, using a 10-sample moving average, limestone shall not exceed 2.5 percent. The C_3S content of Type II cement shall not exceed 65 percent.

• Blended cement shall conform to the requirements for Portland Blast-Furnace Slag, Cement Type IS (MS) or Portland-Pozzolan Cement, Type IP (MS) in AASHTO Designation: M 240 and shall be comprised of an intimate and uniform blend of Type II or Type V cement and supplementary cementitious material in an amount conforming to the requirements in Section 90-2.01C, "Required Use of Supplementary Cementitious Materials."

• In addition, blended cement, Type II portland cement, and Type V portland cement shall conform to the following requirements:

A. The cement shall not contain more than 0.60-percent by mass of alkalies, calculated as the percentage of Na_2O plus 0.658 times the percentage of K_2O, when determined by methods as required in AASHTO Designation: T 105;
B. The autoclave expansion shall not exceed 0.50-percent; and
C. Mortar, containing the cement to be used and Ottawa sand, when tested in conformance with California Test 527, shall not expand in water more than 0.010-percent and shall not contract in air more than 0.048-percent, except that when cement is to be used for precast prestressed concrete piling, precast prestressed concrete members, or steam cured concrete products, the mortar shall not contract in air more than 0.053-percent.

• Type III portland cement shall be used only as specified in the special provisions or with the approval of the Engineer. Type III portland cement shall conform to the additional requirements listed above for Type II portland cement, except when tested in conformance with California Test 527, mortar containing Type III portland cement shall not contract in air more than 0.075-percent.

90-2.01B SUPPLEMENTARY CEMENTITIOUS MATERIALS (SCM)

• Fly ash shall conform to the requirements in AASHTO Designation: M 295, Class F, and the following:

A. Calcium oxide content shall not exceed 10 percent.
B. The available alkali, as sodium oxide equivalent, shall not exceed 1.5 percent when determined in conformance with the requirements in ASTM Designation: C 311 or the total alkali, as sodium oxide equivalent, shall not exceed 5.0 percent when determined in conformance with the requirements in AASHTO Designation: T 105.
C. Commingling of fly ash from different sources at uncontrolled ratios is permissible only if the following criteria are satisfied:

1. Sources of fly ash to be commingled shall be on the approved list of materials for use in concrete.
2. Testing of the commingled product is the responsibility of the fly ash supplier.
3. Each fly ash's running average of density shall not differ from any other by more than $0.25 g/cm^3$ at the time of commingling.
4. Each fly ash's running average of loss on ignition shall not differ from any other by more than one percent at the time of commingling.
5. The final product of commingled fly ash shall conform to the requirement in AASHTO Designation: M 295.

• Raw or calcined natural pozzolans shall conform to the requirements in AASHTO Designation: M 295, Class N and the following requirements:

A. Calcium oxide content shall not exceed 10 percent.
B. The available alkali, as sodium oxide equivalent, shall not exceed 1.5 percent when determined in conformance with the requirements in ASTM Designation: C 311 or the total alkali, as sodium oxide equivalent, shall not exceed 5.0 percent when determined in conformance with the requirements in AASHTO Designation: T 105.

• Ground Granulated Blast Furnace Slag (GGBFS) shall conform to the requirements in AASHTO Designation: M 302, Grade 100 or Grade 120.

• Silica Fume shall conform to the requirements of AASHTO Designation: M 307 with reduction in mortar expansion of 80 percent, minimum, using the cement from the proposed mix design.

90-2.01C REQUIRED USE OF SUPPLEMENTARY CEMENTITIOUS MATERIALS

• The amount of portland cement and SCM used in portland cement concrete shall conform to the minimum cementitious material content provisions in Section 90-1.01, "Description," or Section 90-4.05, "Optional Use of Chemical Admixtures," and the following:

A. If a blended cement conforming to the provisions in Section 90-2.01A, "Cement," is used, the minimum amount of SCM incorporated into the cement shall conform to the provisions in this Section 90-2.01C.

B. Fly ash or natural pozzolan, silica fume, or GGBFS shall not be used with Type IP or Type IS cements.

- Use of SCMs shall conform to the following:

A. If fly ash or natural pozzolan is used:

1. The minimum amount of portland cement shall not be less than 75 percent by mass of the specified minimum cementitious material content.
2. The minimum amount of fly ash or natural pozzolan shall be:
   a. Fifteen percent by mass of the total amount of cementitious material if the calcium oxide content of fly ash or natural pozzolan is equal to or less than 2 percent by mass;
   b. Twenty-five percent by mass of the total amount of cementitious material if the calcium oxide content of fly ash or natural pozzolan is greater than 2 percent by mass.

B. The total amount of fly ash or natural pozzolan shall not exceed 35 percent by mass of the total amount of cementitious material to be used in the mix. If Section 90-1.01, "Description," specifies a maximum cementitious material content in kilograms per cubic meter, the total mass of portland cement and fly ash or natural pozzolan per cubic meter shall not exceed the specified maximum cementitious material content.

C. If silica fume is used:

1. The amount of silica fume shall not be less than 10 percent by mass of the total amount of cementitious material.
2. The amount of portland cement shall not be less than 75 percent by mass of the specified minimum cementitious material content.
3. If Section 90-1.01, "Description," specifies a maximum cementitious material content in kilograms per cubic meter, the total mass of portland cement and silica fume per cubic meter shall not exceed the specified maximum cementitious material content.

D. If GGBFS is used:

1. The minimum amount of GGBFS shall be either:
   a. Forty percent of the total cementitious material to be used, if the aggregates used in the concrete are on the Department's list of "Approved Aggregates For Use in Concrete with Reduced Fly Ash."
   b. No less than 50 percent.
2. The amount of GGBFS shall not exceed 60 percent by mass of the total amount of cementitious materials to be used.

90-2.02 AGGREGATES

- Aggregates shall be free from deleterious coatings, clay balls, roots, bark, sticks, rags, and other extraneous material.
- The Contractor shall provide safe and suitable facilities, including necessary splitting devices for obtaining samples of aggregates, in conformance with California Test 125.
- Aggregates shall be of such character that it will be possible to produce workable concrete within the limits of water content provided in Section 90-6.06, "Amount of Water and Penetration."
- Aggregates shall have not more than 10 percent loss when tested for soundness in conformance with the requirements in California Test 214. The soundness requirement for fine aggregate will be waived, provided that the durability index, D_f, of the fine aggregate is 60 or greater when tested for durability in conformance with California Test 229.
- If the results of any one or more of the Cleanness Value, Sand Equivalent, or aggregate grading tests do not meet the requirements specified for "Operating Range" but all meet the "Contract Compliance" requirements, the placement of concrete shall be suspended at the completion of the current pour until tests or other information indicate that the next material to be used in the work will comply with the requirements specified for "Operating Range."
- If the results of either or both the Cleanness Value and coarse aggregate grading tests do not meet the requirements specified for "Contract Compliance," the concrete that is represented by the tests shall be removed. However, if the Engineer determines that the concrete is structurally adequate, the concrete may remain in place, and the Contractor shall pay to the State $4.60 per cubic meter for paving concrete and $7.20 per cubic meter for all other concrete for the concrete represented by these tests and left in place. The Department may deduct the amount from any moneys due, or that may become due, the Contractor under the contract.

• If the results of either or both the Sand Equivalent and fine aggregate grading tests do not meet the requirements specified for "Contract Compliance," the concrete that is represented by the tests shall be removed. However, if the Engineer determines that the concrete is structurally adequate, the concrete may remain in place and the Contractor shall pay to the State $4.60 per cubic meter for paving concrete and $7.20 per cubic meter for all other concrete for the concrete represented by these tests and left in place. The Department may deduct the amount from any moneys due, or that may become due, the Contractor under the contract.

• The 2 preceding paragraphs apply individually to the "Contract Compliance" requirements for coarse aggregate and fine aggregate. When both coarse aggregate and fine aggregate do not conform to the "Contract Compliance" requirements, both paragraphs shall apply. The payments specified in those paragraphs are in addition to any payments made in conformance with the provisions in Section 90-1.01, "Description."

• No single Cleanness Value, Sand Equivalent, or aggregate grading test shall represent more than 250 m^3 of concrete or one day's pour, whichever is smaller.

• When the source of an aggregate is changed, the Contractor shall adjust the mix proportions and submit in writing to the Engineer a copy of the mix design before using the aggregates.

90-2.02A COARSE AGGREGATE

• Coarse aggregate shall consist of gravel, crushed gravel, crushed rock, reclaimed aggregate, crushed air-cooled iron blast furnace slag or combinations thereof. Crushed air-cooled blast furnace slag shall not be used in reinforced or prestressed concrete.

• Reclaimed aggregate is aggregate that has been recovered from plastic concrete by washing away the cementitious material. Reclaimed aggregate shall conform to all aggregate requirements.

• Coarse aggregate shall conform to the following quality requirements:

Tests	California Test	Requirements
Loss in Los Angeles Rattler (after 500 revolutions)	211	45% max.
Cleanness Value		
Operating Range	227	75 min.
Contract Compliance	227	71 min.

• In lieu of the above Cleanness Value requirements, a Cleanness Value "Operating Range" limit of 71, minimum, and a Cleanness Value "Contract Compliance" limit of 68, minimum, will be used to determine the acceptability of the coarse aggregate if the Contractor furnishes a Certificate of Compliance, as provided in Section 6-1.07, "Certificates of Compliance," certifying that:

A. Coarse aggregate sampled at the completion of processing at the aggregate production plant had a Cleanness Value of not less than 82 when tested in conformance with the requirements in California Test 227; and
B. Prequalification tests performed in conformance with the requirements in California Test 549 indicated that the aggregate would develop a relative strength of not less than 95 percent and would have a relative shrinkage not greater than 105 percent, based on concrete.

90-2.02B FINE AGGREGATE

• Fine aggregate shall consist of natural sand, manufactured sand produced from larger aggregate or a combination thereof. Manufactured sand shall be well graded.

• Fine aggregate shall conform to the following quality requirements:

Test	California Test	Requirements
Organic Impurities	213	Satisfactory[a]
Mortar Strengths Relative to Ottawa Sand	515	95%, min.
Sand Equivalent:		
Operating Range	217	75, min.
Contract Compliance	217	71, min.

a Fine aggregate developing a color darker than the reference standard color solution may be accepted if it is determined by the Engineer, from mortar strength tests, that a darker color is acceptable.

• In lieu of the above Sand Equivalent requirements, a Sand Equivalent "Operating Range" limit of 71, minimum, and a Sand Equivalent "Contract Compliance" limit of 68, minimum, will be used to determine the acceptability of the fine aggregate if the Contractor furnishes a Certificate of Compliance, as provided in Section 6-1.07, "Certificates of Compliance," certifying that:

A. Fine aggregate sampled at the completion of processing at the aggregate production plant had a Sand Equivalent value of not less than 82 when tested by California Test 217; and
B. Prequalification tests performed in conformance with California Test 549 indicated that the aggregate would develop a relative strength of not less than 95 percent and would have a relative shrinkage not greater than 105 percent, based on concrete.

90-2.03 WATER

• In conventionally reinforced concrete work, the water for curing, for washing aggregates, and for mixing shall be free from oil and shall not contain more than 1000 parts per million of chlorides as Cl, when tested in conformance with California Test 422, nor more than 1300 parts per million of sulfates as SO_4, when tested in conformance with California Test 417. In prestressed concrete work, the water for curing, for washing aggregates, and for mixing shall be free from oil and shall not contain more than 650 parts per million of chlorides as Cl, when tested in conformance with California Test 422, nor more than 1300 parts per million of sulfates as SO_4, when tested in conformance with California Test 417. In no case shall the water contain an amount of impurities that will cause either: 1) a change in the setting time of cement of more than 25 percent when tested in conformance with the requirements in ASTM Designation: C 191 or ASTM Designation: C 266 or 2) a reduction in the compressive strength of mortar at 14 days of more than 5 percent, when tested in conformance with the requirements in ASTM Designation: C 109, when compared to the results obtained with distilled water or deionized water, tested in conformance with the requirements in ASTM Designation: C 109.

• In nonreinforced concrete work, the water for curing, for washing aggregates and for mixing shall be free from oil and shall not contain more than 2000 parts per million of chlorides as Cl, when tested in conformance with California Test 422, or more than 1500 parts per million of sulfates as SO_4, when tested in conformance with California Test 417.

• In addition to the above provisions, water for curing concrete shall not contain impurities in a sufficient amount to cause discoloration of the concrete or produce etching of the surface.

• Water reclaimed from mixer wash-out operations may be used in mixing concrete. The water shall not contain coloring agents or more than 300 parts per million of alkalis ($Na_2O + 0.658\ K_2O$) as determined on the filtrate. The specific gravity of the water shall not exceed 1.03 and shall not vary more than ±0.010 during a day's operations.

90-2.04 ADMIXTURE MATERIALS

• Admixture materials shall conform to the requirements in the following ASTM Designations:

A. Chemical Admixtures—ASTM Designation: C 494.
B. Air-entraining Admixtures—ASTM Designation: C 260.

90-3 AGGREGATE GRADINGS

90-3.01 GENERAL

• Before beginning concrete work, the Contractor shall submit in writing to the Engineer the gradation of the primary aggregate nominal sizes that the Contractor proposes to furnish. If a primary coarse aggregate or the fine aggregate is separated into 2 or more sizes, the proposed gradation shall consist of the gradation for each individual size, and the proposed proportions of each individual size, combined mathematically to indicate one proposed gradation. The proposed gradation shall meet the grading requirements shown in the table in this section, and shall show the percentage passing each of the sieve sizes used in determining the end result.

- The Engineer may waive, in writing, the gradation requirements in this Section 90-3.01 and in Sections 90-3.02, "Coarse Aggregate Grading," 90-3.03, "Fine Aggregate Grading," and 90-3.04, "Combined Aggregate Gradings," if, in the Engineer's opinion, furnishing the gradation is not necessary for the type or amount of concrete work to be constructed.
- Gradations proposed by the Contractor shall be within the following percentage passing limits:

Primary Aggregate Nominal Size	Sieve Size	Limits of Proposed Gradation
37.5-mm x 19-mm	25-mm	19 - 41
25-mm x 4.75-mm	19-mm	52 - 85
25-mm x 4.75-mm	9.5-mm	15 - 38
12.5-mm x 4.75-mm	9.5-mm	40 - 78
9.5-mm x 2.36-mm	9.5-mm	50 - 85
Fine Aggregate	1.18-mm	55 - 75
Fine Aggregate	600-µm	34 - 46
Fine Aggregate	300-µm	16 - 29

- Should the Contractor change the source of supply, the Contractor shall submit in writing to the Engineer the new gradations before their intended use.

90-3.02 COARSE AGGREGATE GRADING

- The grading requirements for coarse aggregates are shown in the following table for each size of coarse aggregate:

	Percentage Passing Primary Aggregate Nominal Sizes							
	37.5-mm x 19-mm		25-mm x 4.75-mm		12.5-mm x 4.75-mm		9.5-mm x 2.36-mm	
Sieve Sizes	Operating Range	Contract Compliance	Operating Range	Contract Compliance	Operating Range	Contract Compliance	Operating Range	Contract Compliance
50-mm	100	100	—	—	—	—	—	—
37.5-mm	88 - 100	85 - 100	100	100	—	—	—	—
25-mm	X ±18	X ±25	88 - 100	86 - 100	—	—	—	—
19-mm	0 - 17	0 - 20	X ±15	X ±22	100	100	—	—
12.5-mm	—	—	—	—	82 - 100	80 - 100	100	100
9.5-mm	0 - 7	0 - 9	X ±15	X ±22	X ±15	X ±22	X ±15	X ±20
4.75-mm	—	—	0 - 16	0 - 18	0 - 15	0 - 18	0 - 25	0 - 28
2.36-mm	—	—	0 - 6	0 - 7	0 - 6	0 - 7	0 - 6	0 - 7

- In the above table, the symbol X is the gradation that the Contractor proposes to furnish for the specific sieve size as provided in Section 90-3.01, "General."
- Coarse aggregate for the 37.5-mm, maximum, combined aggregate grading as provided in Section 90-3.04, "Combined Aggregate Gradings," shall be furnished in 2 or more primary aggregate nominal sizes. Each primary aggregate nominal size may be separated into 2 sizes and stored separately, provided that the combined material conforms to the grading requirements for that particular primary aggregate nominal size.
- When the 25-mm, maximum, combined aggregate grading as provided in Section 90-3.04, "Combined Aggregate Gradings," is to be used, the coarse aggregate may be separated into 2 sizes and stored separately, provided that the combined material shall conform to the grading requirements for the 25-mm x 4.75-mm primary aggregate nominal size.

90-3.03 FINE AGGREGATE GRADING

- Fine aggregate shall be graded within the following limits:

Sieve Sizes	Percentage Passing	
	Operating Range	Contract Compliance
9.5-mm	100	100
4.75-mm	95 - 100	93 - 100
2.36-mm	65 - 95	61 - 99
1.18-mm	X ±10	X ±13
600-µm	X ±9	X ±12
300-µm	X ±6	X ±9
150-µm	2 - 12	1 - 15
75-µm	0 - 8	0 - 10

- In the above table, the symbol X is the gradation that the Contractor proposes to furnish for the specific sieve size as provided in Section 90-3.01, "General."
- In addition to the above required grading analysis, the distribution of the fine aggregate sizes shall be such that the difference between the total percentage passing the 1.18-mm sieve and the total percentage passing the 600-µm sieve shall be between 10 and 40, and the difference between the percentage passing the 600-µm and 300-µm sieves shall be between 10 and 40.
- Fine aggregate may be separated into 2 or more sizes and stored separately, provided that the combined material conforms to the grading requirements specified in this Section 90-3.03.

90-3.04 COMBINED AGGREGATE GRADINGS

- Combined aggregate grading limits shall be used only for the design of concrete mixes. Concrete mixes shall be designed so that aggregates are combined in proportions that shall produce a mixture within the grading limits for combined aggregates as specified herein.
- The combined aggregate grading, except when otherwise specified in these specifications or the special provisions, shall be either the 37.5-mm, maximum grading, or the 25-mm, maximum grading, at the option of the Contractor.

Grading Limits of Combined Aggregates

Sieve Sizes	Percentage Passing			
	37.5-mm Max.	25-mm Max.	12.5-mm Max.	9.5-mm Max.
50-mm	100	—	—	—
37.5-mm	90 - 100	100	—	—
25-mm	50 - 86	90 - 100	—	—
19-mm	45 - 75	55 - 100	100	—
12.5-mm	—	—	90-100	100
9.5-mm	38 - 55	45 - 75	55 - 86	50 - 100
4.75-mm	30 - 45	35 - 60	45 - 63	45 - 63
2.36-mm	23 - 38	27 - 45	35 - 49	35 - 49
1.18-mm	17 - 33	20 - 35	25 - 37	25 - 37
600-µm	10 - 22	12 - 25	15 - 25	15 - 25
300-µm	4 - 10	5 - 15	5 - 15	5 - 15
150-µm	1 - 6	1 - 8	1 - 8	1 - 8
75-µm	0 - 3	0 - 4	0 - 4	0 - 4

- Changes from one grading to another shall not be made during the progress of the work unless permitted by the Engineer.

90-4 ADMIXTURES

90-4.01 GENERAL

- Admixtures used in portland cement concrete shall conform to and be used in conformance with the provisions in this Section 90-4 and the special provisions. Admixtures shall be used when specified or ordered by the Engineer and may be used at the Contractor's option as provided herein.
- Chemical admixtures and air-entraining admixtures containing chlorides as Cl in excess of one percent by mass of admixture, as determined by California Test 415, shall not be used.
- Admixtures shall be uniform in properties throughout their use in the work. Should it be found that an admixture as furnished is not uniform in properties, its use shall be discontinued.

- If more than one admixture is used, the admixtures shall be compatible with each other so that the desirable effects of all admixtures used will be realized.
- Chemical admixtures shall be used in conformance with the manufacturer's written recommendations.

90-4.02 MATERIALS

- Admixture materials shall conform to the provisions in Section 90–2.04, "Admixture Materials."

90-4.03 ADMIXTURE APPROVAL

- No admixture brand shall be used in the work unless it is on the Department's current list of approved brands for the type of admixture involved.
- Admixture brands will be considered for addition to the approved list if the manufacturer of the admixture submits to the Transportation Laboratory a sample of the admixture accompanied by certified test results demonstrating that the admixture complies with the requirements in the appropriate ASTM Designation and these specifications. The sample shall be sufficient to permit performance of all required tests. Approval of admixture brands will be dependent upon a determination as to compliance with the requirements, based on the certified test results submitted, together with tests the Department may elect to perform.
- If the Contractor proposes to use an admixture of a brand and type on the current list of approved admixture brands, the Contractor shall furnish a Certificate of Compliance from the manufacturer, as provided in Section 6-1.07, "Certificates of Compliance," certifying that the admixture furnished is the same as that previously approved. If a previously approved admixture is not accompanied by a Certificate of Compliance, the admixture shall not be used in the work until the Engineer has had sufficient time to make the appropriate tests and has approved the admixture for use. The Engineer may take samples for testing at any time, whether or not the admixture has been accompanied by a Certificate of Compliance.

90-4.04 REQUIRED USE OF CHEMICAL ADMIXTURES

- If the use of a chemical admixture is specified, the admixture shall be used at the dosage specified, except that if no dosage is specified, the admixture shall be used at the dosage normally recommended by the manufacturer of the admixture.

90-4.05 OPTIONAL USE OF CHEMICAL ADMIXTURES

- The Contractor may use Type A or F, water-reducing; Type B, retarding; or Type D or G, water-reducing and retarding admixtures as described in ASTM Designation: C 494 to conserve cementitious material or to facilitate any concrete construction application subject to the following conditions:

A. If a water-reducing admixture or a water-reducing and retarding admixture is used, the cementitious material content specified or ordered may be reduced by a maximum of 5 percent by mass, except that the resultant cementitious material content shall be not less than 300 kilograms per cubic meter; and
B. When a reduction in cementitious material content is made, the dosage of admixture used shall be the dosage used in determining approval of the admixture.

- Unless otherwise specified, a Type C accelerating chemical admixture conforming to the requirements in ASTM Designation: C 494, may be used in portland cement concrete. Inclusion in the mix design submitted for approval will not be required provided that the admixture is added to counteract changing conditions that contribute to delayed setting of the portland cement concrete, and the use or change in dosage of the admixture is approved in writing by the Engineer.

90-4.06 REQUIRED USE OF AIR-ENTRAINING ADMIXTURES

- When air-entrainment is specified or ordered by the Engineer, the air-entraining admixture shall be used in amounts to produce a concrete having the specified air content as determined by California Test 504.

90-4.07 OPTIONAL USE OF AIR-ENTRAINING ADMIXTURES

- When air-entrainment has not been specified or ordered by the Engineer, the Contractor will be permitted to use an air-entraining admixture to facilitate the use of any construction procedure or equipment provided that the average air content, as determined by California Test 504, of 3 successive tests does not exceed 4 percent, and no single test value exceeds 5.5 percent. If the Contractor elects to use an air-entraining admixture in concrete for pavement, the Contractor shall so indicate at the time the Contractor designates the source of aggregate.

90-4.08 BLANK

90-4.09 BLANK

90-4.10 PROPORTIONING AND DISPENSING LIQUID ADMIXTURES

• Chemical admixtures and air-entraining admixtures shall be dispensed in liquid form. Dispensers for liquid admixtures shall have sufficient capacity to measure at one time the prescribed quantity required for each batch of concrete. Each dispenser shall include a graduated measuring unit into which liquid admixtures are measured to within ±5 percent of the prescribed quantity for each batch. Dispensers shall be located and maintained so that the graduations can be accurately read from the point at which proportioning operations are controlled to permit a visual check of batching accuracy prior to discharge. Each measuring unit shall be clearly marked for the type and quantity of admixture.

• Each liquid admixture dispensing system shall be equipped with a sampling device consisting of a valve located in a safe and readily accessible position such that a sample of the admixture may be withdrawn slowly by the Engineer.

• If more than one liquid admixture is used in the concrete mix, each liquid admixture shall have a separate measuring unit and shall be dispensed by injecting equipment located in such a manner that the admixtures are not mixed at high concentrations and do not interfere with the effectiveness of each other. When air-entraining admixtures are used in conjunction with other liquid admixtures, the air-entraining admixture shall be the first to be incorporated into the mix, unless it is demonstrated that a different sequence improves performance.

• When automatic proportioning devices are required for concrete pavement, dispensers for liquid admixtures shall operate automatically with the batching control equipment. The dispensers shall be equipped with an automatic warning system in good operating condition that will provide a visible or audible signal at the point at which proportioning operations are controlled when the quantity of admixture measured for each batch of concrete varies from the preselected dosage by more than 5 percent, or when the entire contents of the measuring unit are not emptied from the dispenser into each batch of concrete.

• Unless liquid admixtures are added to premeasured water for the batch, their discharge into the batch shall be arranged to flow into the stream of water so that the admixtures are well dispersed throughout the batch, except that air-entraining admixtures may be dispensed directly into moist sand in the batching bins provided that adequate control of the air content of the concrete can be maintained.

• Liquid admixtures requiring dosages greater than 2.5 L/m^3 shall be considered to be water when determining the total amount of free water as specified in Section 90-6.06, "Amount of Water and Penetration."

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90-5 PROPORTIONING

90-5.01 STORAGE OF AGGREGATES

• Aggregates shall be stored or stockpiled in such a manner that separation of coarse and fine particles of each size shall be avoided and the various sizes shall not become intermixed before proportioning.

• Aggregates shall be stored or stockpiled and handled in a manner that prevent contamination by foreign materials. In addition, storage of aggregates at batching or mixing facilities that are erected subsequent to the award of the contract and that furnish concrete to the project shall conform to the following:

A. Intermingling of the different sizes of aggregates shall be positively prevented. The Contractor shall take the necessary measures to prevent intermingling. The preventive measures may include, but are not necessarily limited to, physical separation of stockpiles or construction of bulkheads of adequate length and height; and
B. Contamination of aggregates by contact with the ground shall be positively prevented. The Contractor shall take the necessary measures to prevent contamination. The preventive measures shall include, but are not necessarily limited to, placing aggregates on wooden platforms or on hardened surfaces consisting of portland cement concrete, asphalt concrete, or cement treated material.

• In placing aggregates in storage or in moving the aggregates from storage to the weigh hopper of the batching plant, any method that may cause segregation, degradation, or the combining of materials of different gradings that will result in any size of aggregate at the weigh hopper failing to meet the grading requirements shall be discontinued. Any method of handling aggregates that results in excessive breakage of particles shall be discontinued. The use of suitable devices to reduce impact of falling aggregates may be required by the Engineer.

90-5.02 PROPORTIONING DEVICES

• Weighing, measuring, or metering devices used for proportioning materials shall conform to the requirements in Section 9-1.01, "Measurement of Quantities," and this Section 90-5.02. In addition, automatic weighing systems shall comply with the requirements for automatic proportioning devices in Section 90-5.03A, "Proportioning for Pavement."

Automatic devices shall be automatic to the extent that the only manual operation required for proportioning the aggregates, cement, and supplementary cementitious material for one batch of concrete is a single operation of a switch or starter.

- Proportioning devices shall be tested as frequently as the Engineer may deem necessary to ensure their accuracy.
- Weighing equipment shall be insulated against vibration or movement of other operating equipment in the plant. When the plant is in operation, the mass of each batch of material shall not vary from the mass designated by the Engineer by more than the tolerances specified herein.
- Equipment for cumulative weighing of aggregate shall have a zero tolerance of ±0.5 percent of the designated total batch mass of the aggregate. For systems with individual weigh hoppers for the various sizes of aggregate, the zero tolerance shall be ±0.5 percent of the individual batch mass designated for each size of aggregate. Equipment for cumulative weighing of cement and supplementary cementitious material shall have a zero tolerance of ±0.5 percent of the designated total batch mass of the cement and supplementary cementitious material. Equipment for weighing cement or supplementary cementitious material separately shall have a zero tolerance of ±0.5 percent of their designated individual batch masses. Equipment for measuring water shall have a zero tolerance of ±0.5 percent of its designated mass or volume.
- The mass indicated for any batch of material shall not vary from the preselected scale setting by more than the following:

A. Aggregate weighed cumulatively shall be within 1.0 percent of the designated total batch mass of the aggregate. Aggregates weighed individually shall be within 1.5 percent of their respective designated batch masses; and
B. Cement shall be 99 to 102 percent of its designated batch mass. When weighed individually, supplementary cementitious material shall be 99 to 102 percent of its designated batch mass. When supplementary cementitious material and cement are permitted to be weighed cumulatively, cement shall be weighed first to 99 to 102 percent of its designated batch mass, and the total for cement and supplementary cementitious material shall be 99 to 102 percent of the sum of their designated batch masses; and
C. Water shall be within 1.5 percent of its designated mass or volume.

- Each scale graduation shall be approximately 0.001 of the total capacity of the scale. The capacity of scales for weighing cement, supplementary cementitious material, or cement plus supplementary cementitious material and aggregates shall not exceed that of commercially available scales having single graduations indicating a mass not exceeding the maximum permissible mass variation above, except that no scale shall be required having a capacity of less than 500 kg, with 0.5-kg graduations.

90-5.03 PROPORTIONING

- Proportioning shall consist of dividing the aggregates into the specified sizes, each stored in a separate bin, and combining them with cementitious material and water as provided in these specifications. Aggregates shall be proportioned by mass.
- At the time of batching, aggregates shall have been dried or drained sufficiently to result in a stable moisture content such that no visible separation of water from aggregate will take place during transportation from the proportioning plant to the point of mixing. In no event shall the free moisture content of the fine aggregate at the time of batching exceed 8 percent of its saturated, surface-dry mass.
- Should separate supplies of aggregate material of the same size group, but of different moisture content or specific gravity or surface characteristics affecting workability, be available at the proportioning plant, withdrawals shall be made from one supply exclusively and the materials therein completely exhausted before starting upon another.
- Bulk Type IP (MS) cement shall be weighed in an individual hopper and shall be kept separate from the aggregates until the ingredients are released for discharge into the mixer.
- Bulk cement and supplementary cementitious material may be weighed in separate, individual weigh hoppers or may be weighed in the same weigh hopper and shall be kept separate from the aggregates until the ingredients are released for discharge into the mixer. If the cement and supplementary cementitious material are weighed cumulatively, the cement shall be weighed first.
- If cement and supplementary cementitious material are weighed in separate weigh hoppers, the weigh systems for the proportioning of the aggregate, the cement, and the supplementary cementitious material shall be individual and distinct from all other weigh systems. Each weigh system shall be equipped with a hopper, a lever system, and an indicator to constitute an individual and independent material weighing device. The cement and the supplementary cementitious material shall be discharged into the mixer simultaneously with the aggregate.
- The scales and weigh hoppers for bulk weighing cement, supplementary cementitious material, or cement plus supplementary cementitious material shall be separate and distinct from the aggregate weighing equipment.
- For batches of one cubic meter or more, the batching equipment shall conform to one of the following combinations:

A. Separate boxes and separate scale and indicator for weighing each size of aggregate.

B. Single box and scale indicator for all aggregates.
C. Single box or separate boxes and automatic weighing mechanism for all aggregates.

• In order to check the accuracy of batch masses, the gross mass and tare mass of batch trucks, truck mixers, truck agitators, and non-agitating hauling equipment shall be determined when ordered by the Engineer. The equipment shall be weighed on scales designated by the Engineer.

90-5.03A PROPORTIONING FOR PAVEMENT

• Aggregates and bulk supplementary cementitious material for use in pavement shall be proportioned by mass by means of automatic proportioning devices of approved type conforming to these specifications.

• The Contractor shall install and maintain in operating condition an electronically actuated moisture meter that will indicate, on a readily visible scale, changes in the moisture content of the fine aggregate as it is batched within a sensitivity of 0.5 percent by mass of the fine aggregate.

• The batching of cement, supplementary cementitious material, or cement plus supplementary cementitious material and aggregate shall be interlocked so that a new batch cannot be started until all weigh hoppers are empty, the proportioning devices are within zero tolerance, and the discharge gates are closed. The interlock shall permit no part of the batch to be discharged until all aggregate hoppers and the cement and supplementary cementitious material hoppers or the cement plus supplementary cementitious material hopper are charged with masses that are within the tolerances specified in Section 90-5.02, "Proportioning Devices."

• If interlocks are required for cement and supplementary cementitious material charging mechanisms and cement and supplementary cementitious material are weighed cumulatively, their charging mechanisms shall be interlocked to prevent the introduction of mineral admixture until the mass of cement in the cement weigh hopper is within the tolerances specified in Section 90-5.02, "Proportioning Devices."

• If concrete is completely mixed in stationary paving mixers, the supplementary cementitious materials shall be weighed in a separate weigh hopper and the supplementary cementitious material and cement shall be introduced simultaneously into the mixer proportionately with the aggregate. If the Contractor provides certification that the stationary mixer is capable of mixing the cement, supplementary cementitious material, aggregates, and water uniformly before discharge, weighing the supplementary cementitious material cumulatively with the cement is permitted. Certification shall contain the following:

A. Test results for 2 compressive strength test cylinders of concrete taken within the first one-third and 2 compressive strength test cylinders of concrete taken within the last one-third of the concrete discharged from a single batch from the stationary paving mixer. Strength tests and cylinder preparation will be in conformance with the provisions of Section 90-9, "Compressive Strength";
B. Calculations demonstrating that the difference in the averages of 2 compressive strengths taken in the first one-third is no greater than 7.5 percent different than the averages of 2 compressive strengths taken in the last one-third of the concrete discharged from a single batch from the stationary paving mixer. Strength tests and cylinder preparation will be in conformance with the provisions of Section 90-9, "Compressive Strength;" and
C. The mixer rotation speed and time of mixing before discharge that are required to produce a mix that meets the requirements above.

• The discharge gate on the cement and supplementary cementitious material hoppers or the cement plus supplementary cementitious material hopper shall be designed to permit regulating the flow of cement, supplementary cementitious material, or cement plus supplementary cementitious material into the aggregate as directed by the Engineer.

• If separate weigh boxes are used for each size of aggregate, the discharge gates shall permit regulating the flow of each size of aggregate as directed by the Engineer.

• Material discharged from the several bins shall be controlled by gates or by mechanical conveyors. The means of withdrawal from the several bins, and of discharge from the weigh box, shall be interlocked so that not more than one bin can discharge at a time, and so that the weigh box cannot be tripped until the required quantity from each of the several bins has been deposited therein. Should a separate weigh box be used for each size of aggregate, all may be operated and discharged simultaneously.

• If the discharge from the several bins is controlled by gates, each gate shall be actuated automatically so that the required mass is discharged into the weigh box, after which the gate shall automatically close and lock.

• The automatic weighing system shall be designed so that all proportions required may be set on the weighing controller at the same time.

90-6 MIXING AND TRANSPORTING

90-6.01 GENERAL

- Concrete shall be mixed in mechanically operated mixers, except that when permitted by the Engineer, batches not exceeding 0.25-m^3 may be mixed by hand methods in conformance with the provisions in Section 90-6.05, "Hand-Mixing."
- Equipment having components made of aluminum or magnesium alloys that would have contact with plastic concrete during mixing, transporting, or pumping of portland cement concrete shall not be used.
- Concrete shall be homogeneous and thoroughly mixed, and there shall be no lumps or evidence of undispersed cementitious material.
- Uniformity of concrete mixtures will be determined by differences in penetration as determined by California Test 533, or slump as determined by ASTM Designation: C 143, and by variations in the proportion of coarse aggregate as determined by California Test 529.
- When the mix design specifies a penetration value, the difference in penetration, determined by comparing penetration tests on 2 samples of mixed concrete from the same batch or truck mixer load, shall not exceed 10 mm. When the mix design specifies a slump value, the difference in slump, determined by comparing slump tests on 2 samples of mixed concrete from the same batch or truck mixer load, shall not exceed the values given in the table below. Variation in the proportion of coarse aggregate will be determined by comparing the results of tests of 2 samples of mixed concrete from the same batch or truck mixer load and the difference between the 2 results shall not exceed 100 kg per cubic meter of concrete.

Average Slump	Maximum Permissible Difference
Less than 100-mm	25-mm
100-mm to 150-mm	38-mm
Greater than 150-mm to 225-mm	50-mm

- The Contractor shall furnish samples of the freshly mixed concrete and provide satisfactory facilities for obtaining the samples.

90-6.02 MACHINE MIXING

- Concrete mixers may be of the revolving drum or the revolving blade type, and the mixing drum or blades shall be operated uniformly at the mixing speed recommended by the manufacturer. Mixers and agitators that have an accumulation of hard concrete or mortar shall not be used.
- The temperature of mixed concrete, immediately before placing, shall be not less than 10°C or more than 32°C. Aggregates and water shall be heated or cooled as necessary to produce concrete within these temperature limits. Neither aggregates nor mixing water shall be heated to exceed 65°C. If ice is used to cool the concrete, discharge of the mixer will not be permitted until all ice is melted.
- The batch shall be so charged into the mixer that some water will enter in advance of cementitious materials and aggregates. All water shall be in the drum by the end of the first one-fourth of the specified mixing time.
- Cementitious materials shall be batched and charged into the mixer by means that will not result either in loss of cementitious materials due to the effect of wind, in accumulation of cementitious materials on surfaces of conveyors or hoppers, or in other conditions that reduce or vary the required quantity of cementitious material in the concrete mixture.
- Paving and stationary mixers shall be operated with an automatic timing device. The timing device and discharge mechanism shall be interlocked so that during normal operation no part of the batch will be discharged until the specified mixing time has elapsed.
- The total elapsed time between the intermingling of damp aggregates and all cementitious materials and the start of mixing shall not exceed 30 minutes.
- The size of batch shall not exceed the manufacturer's guaranteed capacity.
- When producing concrete for pavement or base, suitable batch counters shall be installed and maintained in good operating condition at job site batching plants and stationary mixers. The batch counters shall indicate the exact number of batches proportioned and mixed.
- Concrete shall be mixed and delivered to the job site by means of one of the following combinations of operations:

A. Mixed completely in a stationary mixer and the mixed concrete transported to the point of delivery in truck agitators or in nonagitating hauling equipment (central-mixed concrete).
B. Mixed partially in a stationary mixer, and the mixing completed in a truck mixer (shrink-mixed concrete).
C. Mixed completely in a truck mixer (transit-mixed concrete).
D. Mixed completely in a paving mixer.

• Agitators may be truck mixers operating at agitating speed or truck agitators. Each mixer and agitator shall have attached thereto in a prominent place a metal plate or plates on which is plainly marked the various uses for which the equipment is designed, the manufacturer's guaranteed capacity of the drum or container in terms of the volume of mixed concrete and the speed of rotation of the mixing drum or blades.

• Truck mixers shall be equipped with electrically or mechanically actuated revolution counters by which the number of revolutions of the drum or blades may readily be verified.

• When shrink-mixed concrete is furnished, concrete that has been partially mixed at a central plant shall be transferred to a truck mixer and all requirements for transit-mixed concrete shall apply. No credit in the number of revolutions at mixing speed will be allowed for partial mixing in a central plant.

90-6.03 TRANSPORTING MIXED CONCRETE

• Mixed concrete may be transported to the delivery point in truck agitators or truck mixers operating at the speed designated by the manufacturer of the equipment as agitating speed, or in nonagitating hauling equipment, provided the consistency and workability of the mixed concrete upon discharge at the delivery point is suitable for adequate placement and consolidation in place, and provided the mixed concrete after hauling to the delivery point conforms to the provisions in Section 90-6.01, "General."

• Truck agitators shall be loaded not to exceed the manufacturer's guaranteed capacity and shall maintain the mixed concrete in a thoroughly mixed and uniform mass during hauling.

• Bodies of nonagitating hauling equipment shall be constructed so that leakage of the concrete mix, or any part thereof, will not occur at any time.

• Concrete hauled in open-top vehicles shall be protected during hauling against rain or against exposure to the sun for more than 20 minutes when the ambient temperature exceeds 24°C.

• No additional mixing water shall be incorporated into the concrete during hauling or after arrival at the delivery point, unless authorized by the Engineer. If the Engineer authorizes additional water to be incorporated into the concrete, the drum shall be revolved not less than 30 revolutions at mixing speed after the water is added and before discharge is commenced.

• The rate of discharge of mixed concrete from truck mixer-agitators shall be controlled by the speed of rotation of the drum in the discharge direction with the discharge gate fully open.

• If a truck mixer or agitator is used for transporting concrete to the delivery point, discharge shall be completed within 1.5 hours or before 250 revolutions of the drum or blades, whichever occurs first, after the introduction of the cement to the aggregates. Under conditions contributing to quick stiffening of the concrete, or if the temperature of the concrete is 30°C or above, the time allowed may be less than 1.5 hours. If an admixture is used to retard the set time, the temperature of the concrete shall not exceed 30°C, the time limit shall be 2 hours, and the revolution limitation shall be 300.

• If nonagitating hauling equipment is used for transporting concrete to the delivery point, discharge shall be completed within one hour after the addition of the cement to the aggregates. Under conditions contributing to quick stiffening of the concrete, or when the temperature of the concrete is 30°C or above, the time between the introduction of cement to the aggregates and discharge shall not exceed 45 minutes.

• Each load of concrete delivered at the job site shall be accompanied by a weighmaster certificate showing the mix identification number, nonrepeating load number, date and time at which the materials were batched, the total amount of water added to the load, and for transit-mixed concrete, the reading of the revolution counter at the time the truck mixer is charged with cement. This weighmaster certificate shall also show the actual scale masses (kilograms) for the ingredients batched. Theoretical or target batch masses shall not be used as a substitute for actual scale masses.

• Weighmaster certificates shall be provided in printed form, or if approved by the Engineer, the data may be submitted in electronic media. Electronic media shall be presented in a tab-delimited format on a 90 mm diskette with a capacity of at least 1.4 megabytes. Captured data, for the ingredients represented by each batch shall be "line feed, carriage return" (LFCR) and "one line, separate record" with allowances for sufficient fields to satisfy the amount of data required by these specifications.

• The Contractor may furnish a weighmaster certificate accompanied by a separate certificate that lists the actual batch masses or measurements for a load of concrete provided that both certificates are imprinted with the same nonrepeating load number that is unique to the contract and delivered to the job site with the load.

• Weighmaster certificates furnished by the Contractor shall conform to the provisions in Section 9-1.01, "Measurement of Quantities."

90-6.04 TIME OR AMOUNT OF MIXING

• Mixing of concrete in paving or stationary mixers shall continue for the required mixing time after all ingredients, except water and admixture, if added with the water, are in the mixing compartment of the mixer before any part of the batch is released. Transfer time in multiple drum mixers shall not be counted as part of the required mixing time.

• The required mixing time, in paving or stationary mixers, of concrete used for concrete structures, except minor structures, shall be not less than 90 seconds or more than 5 minutes, except that when directed by the Engineer in writing, the requirements of the following paragraph shall apply.

• The required mixing time, in paving or stationary mixers, except as provided in the preceding paragraph, shall be not less than 50 seconds or more than 5 minutes.

• The minimum required revolutions at the mixing speed for transit-mixed concrete shall not be less than that recommended by the mixer manufacturer, but in no case shall the number of revolutions be less than that required to consistently produce concrete conforming to the provisions for uniformity in Section 90-6.01, "General."

• When a high range water-reducing admixture is added to the concrete at the job site, the total number of revolutions shall not exceed 300.

90-6.05 HAND-MIXING

• Hand-mixed concrete shall be made in batches of not more than 0.25-m^3 and shall be mixed on a watertight, level platform. The proper amount of coarse aggregate shall be measured in measuring boxes and spread on the platform and the fine aggregate shall be spread on this layer, the 2 layers being not more than 0.3-meters in total depth. On this mixture shall be spread the dry cementitious materials and the whole mass turned no fewer than 2 times dry; then sufficient clean water shall be added, evenly distributed, and the whole mass again turned no fewer than 3 times, not including placing in the carriers or forms.

90-6.06 AMOUNT OF WATER AND PENETRATION

• The amount of water used in concrete mixes shall be regulated so that the penetration of the concrete as determined by California Test 533 or the slump of the concrete as determined by ASTM Designation: C 143 is within the nominal values shown in the following table. When the penetration or slump of the concrete is found to exceed the nominal values listed, the mixture of subsequent batches shall be adjusted to reduce the penetration or slump to a value within the nominal range shown. Batches of concrete with a penetration or slump exceeding the maximum values listed shall not be used in the work. If Type F or Type G chemical admixtures are added to the mix, the penetration requirements shall not apply and the slump shall not exceed 225 mm after the chemical admixtures are added.

Type of Work	Nominal		Maximum	
	Penetration (mm)	Slump (mm)	Penetration (mm)	Slump (mm)
Concrete Pavement	0 - 25	—	40	—
Non-reinforced concrete facilities	0 - 35	—	50	—
Reinforced concrete structures				
Sections over 300-mm thick	0 - 35	—	65	—
Sections 300-mm thick or less	0 - 50	—	75	—
Concrete placed under water	—	150 - 200	—	225
Cast-in-place concrete piles	65 - 90	130 - 180	100	200

• The amount of free water used in concrete shall not exceed 183 kg/m^3, plus 20 kg for each required 100 kg of cementitious material in excess of 325 kg/m^3.

• The term free water is defined as the total water in the mixture minus the water absorbed by the aggregates in reaching a saturated surface-dry condition.

• If there are adverse or difficult conditions that affect the placing of concrete, the above specified penetration and free water content limitations may be exceeded providing the Contractor is granted permission by the Engineer in writing to increase the cementitious material content per cubic meter of concrete. The increase in water and cementitious material shall be at a ratio not to exceed 30 kg of water per added 100 kg of cementitious material per cubic meter. Full compensation for additional cementitious material and water added under these conditions shall be considered as included in the contract price paid for the concrete work involved and no additional compensation will be allowed therefor.

• The equipment for supplying water to the mixer shall be constructed and arranged so that the amount of water added can be measured accurately. Any method of discharging water into the mixer for a batch shall be accurate within 1.5 percent of the quantity of water required to be added to the mix for any position of the mixer. Tanks used to measure water shall be designed so that water cannot enter while water is being discharged into the mixer and discharge into the mixer shall be made rapidly in one operation without dribbling. All equipment shall be arranged so as to permit checking the amount of water delivered by discharging into measured containers.

90-7 CURING CONCRETE

90-7.01 METHODS OF CURING

- Newly placed concrete shall be cured by the methods specified in this Section 90-7.01 and the special provisions.

90-7.01A WATER METHOD

- The concrete shall be kept continuously wet by the application of water for a minimum curing period of 7 days after the concrete has been placed.
- Cotton mats, rugs, carpets, or earth or sand blankets may be used as a curing medium to retain the moisture during the curing period.
- If a curing medium consisting of cotton mats, rugs, carpets, polyethylene sheeting, polyethylene sheeting on burlap, or earth or sand blankets is to be used to retain the moisture, the entire surface of the concrete shall be kept damp by applying water with a nozzle that so atomizes the flow that a mist and not a spray is formed, until the surface of the concrete is covered with the curing medium. The moisture from the nozzle shall not be applied under pressure directly upon the concrete and shall not be allowed to accumulate on the concrete in a quantity sufficient to cause a flow or wash the surface. At the expiration of the curing period, the concrete surfaces shall be cleared of all curing media.
- At the option of the Contractor, a curing medium consisting of white opaque polyethylene sheeting extruded onto burlap may be used to cure concrete structures. The polyethylene sheeting shall have a minimum thickness of 100 µm, and shall be extruded onto 283.5-gram burlap.
- At the option of the Contractor, a curing medium consisting of polyethylene sheeting may be used to cure concrete columns. The polyethylene sheeting shall have a minimum thickness of 250 µm achieved in a single layer of material.
- If the Contractor chooses to use polyethylene sheeting or polyethylene sheeting on burlap as a curing medium, these media and any joints therein shall be secured as necessary to provide moisture retention and shall be within 75 mm of the concrete at all points along the surface being cured. When these media are used, the temperature of the concrete shall be monitored during curing. If the temperature of the concrete cannot be maintained below 60°C, use of these curing media shall be disallowed.
- When concrete bridge decks and flat slabs are to be cured without the use of a curing medium, the entire surface of the bridge deck or slab shall be kept damp by the application of water with an atomizing nozzle as specified above, until the concrete has set, after which the entire surface of the concrete shall be sprinkled continuously with water for a period of not less than 7 days.

90-7.01B CURING COMPOUND METHOD

- Surfaces of the concrete that are exposed to the air shall be sprayed uniformly with a curing compound.
- Curing compounds to be used shall be as follows:

1. Pigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 2, Class B, except the resin type shall be poly-alpha-methylstyrene.
2. Pigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 2, Class B.
3. Pigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 2, Class A.
4. Nonpigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 1, Class B.
5. Nonpigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 1, Class A.
6. Nonpigmented curing compound with fugitive dye conforming to the requirements in ASTM Designation: C 309, Type 1-D, Class A.

- The infrared scan for the dried vehicle from curing compound (1) shall match the infrared scan on file at the Transportation Laboratory.
- The loss of water for each type of curing compound, when tested in conformance with the requirements in California Test 534, shall not be more than 0.15-kg/m^2 in 24 hours.
- The curing compound to be used will be specified elsewhere in these specifications or in the special provisions.
- If the use of curing compound is required or permitted elsewhere in these specifications or in the special provisions and no specific kind is specified, any of the curing compounds listed above may be used.
- Curing compound shall be applied at a nominal rate of 3.7 m^2/L, unless otherwise specified.
- At any point, the application rate shall be within ±1.2 m^2/L of the nominal rate specified, and the average application rate shall be within ±0.5 m^2/L of the nominal rate specified when tested in conformance with the requirements in California Test 535. Runs, sags, thin areas, skips, or holidays in the applied curing compound shall be evidence that the application is not satisfactory.
- Curing compounds shall be applied using power operated spray equipment. The power operated spraying equipment shall be equipped with an operational pressure gage and a means of controlling the pressure. Hand spraying of

small and irregular areas that are not reasonably accessible to mechanical spraying equipment, in the opinion of the Engineer, may be permitted.

- The curing compound shall be applied to the concrete following the surface finishing operation, immediately before the moisture sheen disappears from the surface, but before any drying shrinkage or craze cracks begin to appear. In the event of any drying or cracking of the surface, application of water with an atomizing nozzle as specified in Section 90-7.01A, "Water Method," shall be started immediately and shall be continued until application of the compound is resumed or started; however, the compound shall not be applied over any resulting freestanding water. Should the film of compound be damaged from any cause before the expiration of 7 days after the concrete is placed in the case of structures and 72 hours in the case of pavement, the damaged portion shall be repaired immediately with additional compound.
- At the time of use, compounds containing pigments shall be in a thoroughly mixed condition with the pigment uniformly dispersed throughout the vehicle. A paddle shall be used to loosen all settled pigment from the bottom of the container, and a power driven agitator shall be used to disperse the pigment uniformly throughout the vehicle.
- Agitation shall not introduce air or other foreign substance into the curing compound.
- The manufacturer shall include in the curing compound the necessary additives for control of sagging, pigment settling, leveling, de-emulsification, or other requisite qualities of a satisfactory working material. Pigmented curing compounds shall be manufactured so that the pigment does not settle badly, does not cake or thicken in the container, and does not become granular or curdled. Settlement of pigment shall be a thoroughly wetted, soft, mushy mass permitting the complete and easy vertical penetration of a paddle. Settled pigment shall be easily redispersed, with minimum resistance to the sideways manual motion of the paddle across the bottom of the container, to form a smooth uniform product of the proper consistency.
- Curing compounds shall remain sprayable at temperatures above 4°C and shall not be diluted or altered after manufacture.
- The curing compound shall be packaged in clean 1040-L totes, 210-L barrels, or 19-L pails, or shall be supplied from a suitable storage tank located at the job site. The containers shall comply with "Title 49, Code of Federal Regulations, Hazardous Materials Regulations." The 1040-L totes and the 210-L barrels shall have removable lids and airtight fasteners. The 19-L pails shall be round and have standard full open head and bail. Lids with bungholes will not be permitted. Settling or separation of solids in containers, except tanks, must be completely redispersed with low speed mixing prior to use, in conformance with these specifications and the manufacturer's recommendations. Mixing shall be accomplished either manually by use of a paddle or by use of a mixing blade driven by a drill motor, at low speed. Mixing blades shall be the type used for mixing paint. On-site storage tanks shall be kept clean and free of contaminants. Each tank shall have a permanent system designed to completely redisperse settled material without introducing air or other foreign substances.
- Steel containers and lids shall be lined with a coating that will prevent destructive action by the compound or chemical agents in the air space above the compound. The coating shall not come off the container or lid as skins. Containers shall be filled in a manner that will prevent skinning. Plastic containers shall not react with the compound.
- Each container shall be labeled with the manufacturer's name, kind of curing compound, batch number, volume, date of manufacture, and volatile organic compound (VOC) content. The label shall also warn that the curing compound containing pigment shall be well stirred before use. Precautions concerning the handling and the application of curing compound shall be shown on the label of the curing compound containers in conformance with the Construction Safety Orders and General Industry Safety Orders of the State.
- Containers of curing compound shall be labeled to indicate that the contents fully comply with the rules and regulations concerning air pollution control in the State.
- When the curing compound is shipped in tanks or tank trucks, a shipping invoice shall accompany each load. The invoice shall contain the same information as that required herein for container labels.
- Curing compound will be sampled by the Engineer at the source of supply, at the job site, or at both locations.
- Curing compound shall be formulated so as to maintain the specified properties for a minimum of one year. The Engineer may require additional testing before use to determine compliance with these specifications if the compound has not been used within one year or whenever the Engineer has reason to believe the compound is no longer satisfactory.
- Tests will be conducted in conformance with the latest ASTM test methods and methods in use by the Transportation Laboratory.

90-7.01C WATERPROOF MEMBRANE METHOD

- The exposed finished surfaces of concrete shall be sprayed with water, using a nozzle that so atomizes the flow that a mist and not a spray is formed, until the concrete has set, after which the curing membrane, shall be placed. The curing membrane shall remain in place for a period of not less than 72 hours.
- Sheeting material for curing concrete shall conform to the requirements in AASHTO Designation: M 171 for white reflective materials.

• The sheeting material shall be fabricated into sheets of such width as to provide a complete cover for the entire concrete surface. Joints in the sheets shall be securely cemented together in such a manner as to provide a waterproof joint. The joint seams shall have a minimum lap of 100 mm.

• The sheets shall be securely weighted down by placing a bank of earth on the edges of the sheets or by other means satisfactory to the Engineer.

• Should any portion of the sheets be broken or damaged before the expiration of 72 hours after being placed, the broken or damaged portions shall be immediately repaired with new sheets properly cemented into place.

• Sections of membrane that have lost their waterproof qualities or have been damaged to such an extent as to render them unfit for curing the concrete shall not be used.

90-7.01D FORMS-IN-PLACE METHOD

• Formed surfaces of concrete may be cured by retaining the forms in place. The forms shall remain in place for a minimum period of 7 days after the concrete has been placed, except that for members over 0.5-m in least dimension the forms shall remain in place for a minimum period of 5 days.

• Joints in the forms and the joints between the end of forms and concrete shall be kept moisture tight during the curing period. Cracks in the forms and cracks between the forms and the concrete shall be resealed by methods subject to the approval of the Engineer.

90-7.02 CURING PAVEMENT

• The entire exposed area of the pavement, including edges, shall be cured by the waterproof membrane method, or curing compound method using curing compound (1) or (2) as the Contractor may elect. Should the side forms be removed before the expiration of 72 hours following the start of curing, the exposed pavement edges shall also be cured. If the pavement is cured by means of the curing compound method, the sawcut and all portions of the curing compound that have been disturbed by sawing operations shall be restored by spraying with additional curing compound.

• Curing shall commence as soon as the finishing process provided in Section 40-1.10, "Final Finishing," has been completed. The method selected shall conform to the provisions in Section 90-7.01, "Methods of Curing."

• When the curing compound method is used, the compound shall be applied to the entire pavement surface by mechanical sprayers. Spraying equipment shall be of the fully atomizing type equipped with a tank agitator that provides for continual agitation of the curing compound during the time of application. The spray shall be adequately protected against wind, and the nozzles shall be so oriented or moved mechanically transversely as to result in the minimum specified rate of coverage being applied uniformly on exposed faces. Hand spraying of small and irregular areas, and areas inaccessible to mechanical spraying equipment, in the opinion of the Engineer, will be permitted. When the ambient air temperature is above 15°C, the Contractor shall fog the surface of the concrete with a fine spray of water as specified in Section 90-7.01A, "Water Method." The surface of the pavement shall be kept moist between the hours of 10:00 a.m. and 4:30 p.m. on the day the concrete is placed. However, the fogging done after the curing compound has been applied shall not begin until the compound has set sufficiently to prevent displacement. Fogging shall be discontinued if ordered in writing by the Engineer.

90-7.03 CURING STRUCTURES

• Newly placed concrete for cast-in-place structures, other than highway bridge decks, shall be cured by the water method, the forms-in-place method, or, as permitted herein, by the curing compound method, in conformance with the provisions in Section 90-7.01, "Methods of Curing."

• The curing compound method using a pigmented curing compound may be used on concrete surfaces of construction joints, surfaces that are to be buried underground, and surfaces where only ordinary surface finish is to be applied and on which a uniform color is not required and that will not be visible from a public traveled way. If the Contractor elects to use the curing compound method on the bottom slab of box girder spans, the curing compound shall be curing compound (1).

• The top surface of highway bridge decks shall be cured by both the curing compound method and the water method. The curing compound shall be curing compound (1).

• Concrete surfaces of minor structures, as defined in Section 51-1.02, "Minor Structures," shall be cured by the water method, the forms-in-place method or the curing compound method.

• When deemed necessary by the Engineer during periods of hot weather, water shall be applied to concrete surfaces being cured by the curing compound method or by the forms-in-place method, until the Engineer determines that a cooling effect is no longer required. Application of water for this purpose will be paid for as extra work as provided in Section 4-1.03D, "Extra Work."

90-7.04 CURING PRECAST CONCRETE MEMBERS

• Precast concrete members shall be cured in conformance with any of the methods specified in Section 90-7.01, "Methods of Curing." Curing shall be provided for the minimum time specified for each method or until the concrete reaches

its design strength, whichever is less. Steam curing may also be used for precast members and shall conform to the following provisions:

A. After placement of the concrete, members shall be held for a minimum 4-hour presteaming period. If the ambient air temperature is below 10°C, steam shall be applied during the presteaming period to hold the air surrounding the member at a temperature between 10°C and 32°C.
B. To prevent moisture loss on exposed surfaces during the presteaming period, members shall be covered as soon as possible after casting or the exposed surfaces shall be kept wet by fog spray or wet blankets.
C. Enclosures for steam curing shall allow free circulation of steam about the member and shall be constructed to contain the live steam with a minimum moisture loss. The use of tarpaulins or similar flexible covers will be permitted, provided they are kept in good repair and secured in such a manner as to prevent the loss of steam and moisture.
D. Steam at the jets shall be at low pressure and in a saturated condition. Steam jets shall not impinge directly on the concrete, test cylinders, or forms. During application of the steam, the temperature rise within the enclosure shall not exceed 22°C per hour. The curing temperature throughout the enclosure shall not exceed 65°C and shall be maintained at a constant level for a sufficient time necessary to develop the required transfer strength. Control cylinders shall be covered to prevent moisture loss and shall be placed in a location where temperature is representative of the average temperature of the enclosure.
E. Temperature recording devices that will provide an accurate, continuous, permanent record of the curing temperature shall be provided. A minimum of one temperature recording device per 60 m of continuous bed length will be required for checking temperature.
F. Members in pretension beds shall be detensioned immediately after the termination of steam curing while the concrete and forms are still warm, or the temperature under the enclosure shall be maintained above 15°C until the stress is transferred to the concrete.
G. Curing of precast concrete will be considered completed after termination of the steam curing cycle.

90-7.05 CURING PRECAST PRESTRESSED CONCRETE PILES

• Newly placed concrete for precast prestressed concrete piles shall be cured in conformance with the provisions in Section 90-7.04, "Curing Precast Concrete Members," except that piles in a corrosive environment shall be cured as follows:

A. Piles shall be either steam cured or water cured. If water curing is used, the piles shall be kept continuously wet by the application of water in conformance with the provisions in Section 90-7.01A, "Water Method."
B. If steam curing is used, the steam curing provisions in Section 90-7.04, "Curing Precast Concrete Members," shall apply except that the piles shall be kept continuously wet for their entire length for a period of not less than 3 days, including the holding and steam curing periods.

90-7.06 CURING SLOPE PROTECTION

• Concrete slope protection shall be cured in conformance with any of the methods specified in Section 90-7.01, "Methods of Curing."

• Concreted-rock slope protection shall be cured in conformance with any of the methods specified in Section 90-7.01, "Methods of Curing," with a blanket of earth kept wet for 72 hours, or by sprinkling with a fine spray of water every 2 hours during the daytime for a period of 3 days.

90-7.07 CURING MISCELLANEOUS CONCRETE WORK

• Exposed surfaces of curbs shall be cured by pigmented curing compounds as specified in Section 90-7.01B, "Curing Compound Method."

• Concrete sidewalks, gutter depressions, island paving, curb ramps, driveways, and other miscellaneous concrete areas shall be cured in conformance with any of the methods specified in Section 90-7.01, "Methods of Curing."

• Shotcrete shall be cured for at least 72 hours by spraying with water, by a moist earth blanket, or by any of the methods provided in Section 90-7.01, "Methods of Curing."

• Mortar and grout shall be cured by keeping the surface damp for 3 days.

• After placing, the exposed surfaces of sign structure foundations, including pedestal portions, if constructed, shall be cured for at least 72 hours by spraying with water, by a moist earth blanket, or by any of the methods provided in Section 90-7.01, "Methods of Curing."

90-8 PROTECTING CONCRETE

90-8.01 GENERAL

- In addition to the provisions in Section 7-1.16, "Contractor's Responsibility for the Work and Materials," the Contractor shall protect concrete as provided in this Section 90-8. If required by the Engineer, the Contractor shall submit a written outline of the proposed methods for protecting the concrete.
- The Contractor shall protect concrete from damage from any cause, which shall include, but not be limited to: rain, heat, cold, wind, Contractor's actions, and actions of others.
- Concrete shall not be placed on frozen or ice-coated ground or subgrade nor on ice-coated forms, reinforcing steel, structural steel, conduits, precast members, or construction joints.
- Under rainy conditions, placing of concrete shall be stopped before the quantity of surface water is sufficient to damage surface mortar or cause a flow or wash of the concrete surface, unless the Contractor provides adequate protection against damage.
- Concrete that has been frozen or damaged by other causes, as determined by the Engineer, shall be removed and replaced by the Contractor at the Contractor's expense.

90-8.02 PROTECTING CONCRETE STRUCTURES

- Structure concrete and shotcrete used as structure concrete shall be maintained at a temperature of not less than 7°C for 72 hours after placing and at not less than 4°C for an additional 4 days.

90-8.03 PROTECTING CONCRETE PAVEMENT

- Pavement concrete shall be maintained at a temperature of not less than 4°C for 72 hours.
- Except as provided in Section 7-1.08, "Public Convenience," the Contractor shall protect concrete pavement against construction and other activities that abrade, scar, discolor, reduce texture depth, lower coefficient of friction, or otherwise damage the surface. Stockpiling, drifting, or excessive spillage of soil, gravel, petroleum products, and concrete or asphalt mixes on the surface of concrete pavement is prohibited unless otherwise specified in these specifications, the special provisions or permitted by the Engineer.
- If ordered by the Engineer or shown on the plans or specified in the special provisions, pavement crossings shall be constructed for the convenience of public traffic. The material and work necessary for the construction of the crossings, and their subsequent removal and disposal, will be paid for at the contract unit prices for the items of work involved and if there are no contract items for the work involved, payment for pavement crossings will be made by extra work as provided in Section 4-1.03D, "Extra Work.". Where public traffic will be required to cross over the new pavement, Type III portland cement may be used in concrete, if permitted in writing by the Engineer. The pavement may be opened to traffic as soon as the concrete has developed a modulus of rupture of 3.8 MPa. The modulus of rupture will be determined by California Test 523.
- No traffic or Contractor's equipment, except as hereinafter provided, will be permitted on the pavement before a period of 10 days has elapsed after the concrete has been placed, nor before the concrete has developed a modulus of rupture of at least 3.8 MPa. Concrete that fails to attain a modulus of rupture of 3.8 MPa within 10 days shall not be opened to traffic until directed by the Engineer.
- Equipment for sawing weakened plane joints will be permitted on the pavement as specified in Section 40-1.08B, "Weakened Plane Joints."
- When requested in writing by the Contractor, the tracks on one side of paving equipment will be permitted on the pavement after a modulus of rupture of 2.4 MPa has been attained, provided that:

A. Unit pressure exerted on the pavement by the paver shall not exceed 135 kPa;
B. Tracks with cleats, grousers, or similar protuberances shall be modified or shall travel on planks or equivalent protective material, so that the pavement is not damaged; and
C. No part of the track shall be closer than 0.3-m from the edge of pavement.

- In case of visible cracking of, or other damage to the pavement, operation of the paving equipment on the pavement shall be immediately discontinued.
- Damage to the pavement resulting from early use of pavement by the Contractor's equipment as provided above shall be repaired by the Contractor.
- The State will furnish the molds and machines for testing the concrete for modulus of rupture, and the Contractor, at the Contractor's expense, shall furnish the material and whatever labor the Engineer may require.

90-9 COMPRESSIVE STRENGTH

90-9.01 GENERAL

• Concrete compressive strength requirements consist of a minimum strength that shall be attained before various loads or stresses are applied to the concrete and, for concrete designated by strength, a minimum strength at the age of 28 days or at the age otherwise allowed in Section 90-1.01, "Description." The various strengths required are specified in these specifications or the special provisions or are shown on the plans.

• The compressive strength of concrete will be determined from test cylinders that have been fabricated from concrete sampled in conformance with the requirements of California Test 539. Test cylinders will be molded and initially field cured in conformance with California Test 540. Test cylinders will be cured and tested after receipt at the testing laboratory in conformance with the requirements of California Test 521. A strength test shall consist of the average strength of 2 cylinders fabricated from material taken from a single load of concrete, except that, if any cylinder should show evidence of improper sampling, molding, or testing, that cylinder shall be discarded and the strength test shall consist of the strength of the remaining cylinder.

• When concrete compressive strength is specified as a prerequisite to applying loads or stresses to a concrete structure or member, test cylinders for other than steam cured concrete will be cured in conformance with Method 1 of California Test 540. The compressive strength of concrete determined for these purposes will be evaluated on the basis of individual tests.

• When concrete is designated by 28-day compressive strength rather than by cementitious material content, the concrete strength to be used as a basis for acceptance of other than steam cured concrete will be determined from cylinders cured in conformance with Method 1 of California Test 540. If the result of a single compressive strength test at the maximum age specified or allowed is below the specified strength but is 95 percent or more of the specified strength, the Contractor shall make corrective changes, subject to approval of the Engineer, in the mix proportions or in the concrete fabrication procedures, before placing additional concrete, and shall pay to the State $14 for each in-place cubic meter of concrete represented by the deficient test. If the result of a single compressive strength test at the maximum age specified or allowed is below 95 percent of the specified strength, but is 85 percent or more of the specified strength, the Contractor shall make the corrective changes specified above, and shall pay to the State $20 for each in place cubic meter of concrete represented by the deficient test. In addition, such corrective changes shall be made when the compressive strength of concrete tested at 7 days indicates, in the judgment of the Engineer, that the concrete will not attain the required compressive strength at the maximum age specified or allowed. Concrete represented by a single test that indicates a compressive strength of less than 85 percent of the specified 28-day compressive strength will be rejected in conformance with the provisions in Section 6-1.04, "Defective Materials."

• If the test result indicates that the compressive strength at the maximum curing age specified or allowed is below the specified strength, but is 85 percent or more of the specified strength, payments to the State as required above shall be made, unless the Contractor, at the Contractor's expense, obtains and submits evidence acceptable to the Engineer that the strength of the concrete placed in the work meets or exceeds the specified 28-day compressive strength. If the test result indicates a compressive strength at the maximum curing age specified or allowed below 85 percent, the concrete represented by that test will be rejected, unless the Contractor, at the Contractor's expense, obtains and submits evidence acceptable to the Engineer that the strength and quality of the concrete placed in the work are acceptable. If the evidence consists of tests made on cores taken from the work, the cores shall be obtained and tested in conformance with the requirements in ASTM Designation: C 42.

• No single compressive strength test shall represent more than 250 m^3.

• If a precast concrete member is steam cured, the compressive strength of the concrete will be determined from test cylinders that have been handled and stored in conformance with Method 3 of California Test 540. The compressive strength of steam cured concrete will be evaluated on the basis of individual tests representing specific portions of production. If the concrete is designated by 28-day compressive strength rather than by cementitious material content, the concrete shall be considered to be acceptable whenever its compressive strength reaches the specified 28-day compressive strength provided that strength is reached in not more than the maximum number of days specified or allowed after the member is cast.

• When concrete is specified by compressive strength, prequalification of materials, mix proportions, mixing equipment, and procedures proposed for use will be required prior to placement of the concrete. Prequalification shall be accomplished by the submission of acceptable certified test data or trial batch reports by the Contractor. Prequalification data shall be based on the use of materials, mix proportions, mixing equipment, procedures, and size of batch proposed for use in the work.

• Certified test data, in order to be acceptable, shall indicate that not less than 90 percent of at least 20 consecutive tests exceed the specified strength at the maximum number of cure days specified or allowed, and none of those tests are less than 95 percent of specified strength. Strength tests included in the data shall be the most recent tests made on concrete of the proposed mix design and all shall have been made within one year of the proposed use of the concrete.

• Trial batch test reports, in order to be acceptable, shall indicate that the average compressive strength of 5 consecutive concrete cylinders, taken from a single batch, at not more than 28 days (or the maximum age allowed) after

molding shall be at least 4 MPa greater than the specified 28-day compressive strength, and no individual cylinder shall have a strength less than the specified strength at the maximum age specified or allowed. Data contained in the report shall be from trial batches that were produced within one year of the proposed use of specified strength concrete in the project. Whenever air-entrainment is required, the air content of trial batches shall be equal to or greater than the air content specified for the concrete without reduction due to tolerances.

- Tests shall be performed in conformance with either the appropriate California Test methods or the comparable ASTM test methods. Equipment employed in testing shall be in good condition and shall be properly calibrated. If the tests are performed during the life of the contract, the Engineer shall be notified sufficiently in advance of performing the tests in order to witness the test procedures.
- The certified test data and trial batch test reports shall include the following information:

A. Date of mixing.
B. Mixing equipment and procedures used.
C. The size of batch in cubic meters and the mass, type, and source of all ingredients used.
D. Penetration or slump (if the concrete will be placed under water or placed in cast-in-place concrete piles) of the concrete.
E. The air content of the concrete if an air-entraining admixture is used.
F. The age at time of testing and strength of all concrete cylinders tested.

- Certified test data and trial batch test reports shall be signed by an official of the firm that performed the tests.
- When approved by the Engineer, concrete from trial batches may be used in the work at locations where concrete of a lower quality is required and the concrete will be paid for as the type or class of concrete required at that location.
- After materials, mix proportions, mixing equipment, and procedures for concrete have been prequalified for use, additional prequalification by testing of trial batches will be required prior to making changes that, in the judgment of the Engineer, could result in a strength of concrete below that specified.
- The Contractor's attention is directed to the time required to test trial batches and the Contractor shall be responsible for production of trial batches at a sufficiently early date so that the progress of the work is not delayed.
- When precast concrete members are manufactured at the plant of an established manufacturer of precast concrete members, the mix proportions of the concrete shall be determined by the Contractor, and a trial batch and prequalification of the materials, mix proportions, mixing equipment, and procedures will not be required.

90-10 MINOR CONCRETE

90-10.01 GENERAL

- Concrete for minor structures, slope paving, curbs, sidewalks and other concrete work, when designated as minor concrete on the plans, in the specifications, or in the contract item, shall conform to the provisions specified herein.
- The Engineer, at the Engineer's discretion, will inspect and test the facilities, materials and methods for producing the concrete to ensure that minor concrete of the quality suitable for use in the work is obtained.

90-10.02 MATERIALS

- Minor concrete shall conform to the following requirements:

90-10.02A CEMENTITIOUS MATERIAL

- Cementitious material shall conform to the provisions in Section 90-1.01, "Description."

90-10.02B AGGREGATE

- Aggregate shall be clean and free from deleterious coatings, clay balls, roots, and other extraneous materials.
- Use of crushed concrete or reclaimed aggregate is acceptable only if the aggregate satisfies all aggregate requirements.
- The Contractor shall submit to the Engineer for approval, a grading of the combined aggregate proposed for use in the minor concrete. After acceptance of the grading, aggregate furnished for minor concrete shall conform to that grading, unless a change is authorized in writing by the Engineer.
- The Engineer may require the Contractor to furnish periodic test reports of the aggregate grading furnished. The maximum size of aggregate used shall be at the option of the Contractor, but in no case shall the maximum size be larger than 37.5 mm or smaller than 19 mm.
- The Engineer may waive, in writing, the gradation requirements in this Section 90-10.02B, if, in the Engineer's opinion, the furnishing of the gradation is not necessary for the type or amount of concrete work to be constructed.

90-10.02C WATER

• Water used for washing, mixing, and curing shall be free from oil, salts, and other impurities that would discolor or etch the surface or have an adverse affect on the quality of the concrete.

90-10.02D ADMIXTURES

• The use of admixtures shall conform to the provisions in Section 90-4, "Admixtures."

90-10.03 PRODUCTION

• Cementitious material, water, aggregate, and admixtures shall be stored, proportioned, mixed, transported, and discharged in conformance with recognized standards of good practice that will result in concrete that is thoroughly and uniformly mixed, that is suitable for the use intended, and that conforms to requirements specified herein. Recognized standards of good practice are outlined in various industry publications such as are issued by American Concrete Institute, AASHTO, or the Department.

• The cementitious material content of minor concrete shall conform to the provisions in Section 90-1.01, "Description."

• The amount of water used shall result in a consistency of concrete conforming to the provisions in Section 90-6.06, "Amount of Water and Penetration." Additional mixing water shall not be incorporated into the concrete during hauling or after arrival at the delivery point, unless authorized by the Engineer.

• Discharge of ready-mixed concrete from the transporting vehicle shall be made while the concrete is still plastic and before stiffening occurs. An elapsed time of 1.5 hours (one hour in nonagitating hauling equipment), or more than 250 revolutions of the drum or blades, after the introduction of the cementitious material to the aggregates, or a temperature of concrete of more than 32°C will be considered conditions contributing to the quick stiffening of concrete. The Contractor shall take whatever action is necessary to eliminate quick stiffening, except that the addition of water will not be permitted.

• The required mixing time in stationary mixers shall be not less than 50 seconds or more than 5 minutes.

• The minimum required revolutions at mixing speed for transit-mixed concrete shall be not less than that recommended by the mixer manufacturer, and shall be increased, if necessary, to produce thoroughly and uniformly mixed concrete.

• When a high range water-reducing admixture is added to the concrete at the job site, the total number of revolutions shall not exceed 300.

• Each load of ready-mixed concrete shall be accompanied by a weighmaster certificate that shall be delivered to the Engineer at the discharge location of the concrete, unless otherwise directed by the Engineer. The weighmaster certificate shall be clearly marked with the date and time of day when the load left the batching plant and, if hauled in truck mixers or agitators, the time the mixing cycle started.

• A Certificate of Compliance conforming to the provisions in Section 6–1.07, "Certificates of Compliance," shall be furnished to the Engineer, prior to placing minor concrete from a source not previously used on the contract, stating that minor concrete to be furnished meets contract requirements, including minimum cementitious material content specified.

90-10.04 CURING MINOR CONCRETE

• Curing minor concrete shall conform to the provisions in Section 90-7, "Curing Concrete."

90-10.05 PROTECTING MINOR CONCRETE

• Protecting minor concrete shall conform to the provisions in Section 90-8, "Protecting Concrete," except the concrete shall be maintained at a temperature of not less than 4°C for 72 hours after placing.

90-10.06 MEASUREMENT AND PAYMENT

• Minor concrete will be measured and paid for in conformance with the provisions specified in the various sections of these specifications covering concrete construction when minor concrete is specified in the specifications, shown on the plans, or indicated by contract item in the Engineer's Estimate.

90-11 MEASUREMENT AND PAYMENT

90-11.01 MEASUREMENT

• Portland cement concrete will be measured in conformance with the provisions specified in the various sections of these specifications covering construction requiring concrete.

• For concrete measured at the mixer, the volume in cubic meters shall be computed as the total mass of the batch in kilograms divided by the density of the concrete in kilograms per cubic meter. The total mass of the batch shall be calculated

as the sum of all materials, including water, entering the batch. The density of the concrete will be determined in conformance with the requirements in California Test 518.

90-11.02 PAYMENT

- Portland cement concrete will be paid for in conformance with the provisions specified in the various sections of these specifications covering construction requiring concrete.
- Full compensation for furnishing and incorporating admixtures required by these specifications or the special provisions will be considered as included in the contract prices paid for the concrete involved and no additional compensation will be allowed therefor.
- Should the Engineer order the Contractor to incorporate any admixtures in the concrete when their use is not required by these specifications or the special provisions, furnishing the admixtures and adding them to the concrete will be paid for as extra work as provided in Section 4-1.03D, "Extra Work."
- Should the Contractor use admixtures in conformance with the provisions in Section 90-4.05, "Optional Use of Chemical Admixtures," or Section 90-4.07, "Optional Use of Air-entraining Admixtures," or should the Contractor request and obtain permission to use other admixtures for the Contractor's benefit, the Contractor shall furnish those admixtures and incorporate them into the concrete at the Contractor's expense and no additional compensation will be allowed therefor.

SECTION 91: PAINT

Issue Date: November 18, 2005

Section 91-3, "Paints for Timber," of the Standard Specifications is amended to read:

91-3 PAINTS FOR TIMBER

91-3.01 WOOD PRIMER, LATEX-BASE

Classification:

- This specification covers a ready-mixed priming paint for use on unpainted wood or exterior woodwork. It shall conform with the requirements in the Detailed Performance Standards of the Master Painters Institute (MPI) for exterior wood primers, and be listed on the Exterior Latex Wood Primer MPI List Number 6.

91-3.02 PAINT; LATEX-BASE FOR EXTERIOR WOOD, WHITE AND TINTS

Classification:

- This specification covers a ready-mixed paint for use on wood surfaces subject to outside exposures. This paint shall conform to the requirements in the Detailed Performance Standards of the Master Painters Institute (MPI) for Paint, Latex, Exterior, and shall be listed on the following MPI Approved Products List:

A. Exterior Latex, Flat MPI Gloss Level 1, MPI List Number 10.
B. Exterior Latex, Semi-Gloss, MPI Gloss Level 5, MPI List Number 11.
C. Exterior Latex, Gloss, MPI Gloss Level 6, MPI List Number 119.

- Unpainted wood shall first be primed with wood primer conforming to the provisions in Section 91-3.01, "Wood Primer, Latex-Base."

Section 91-4, "Miscellaneous Paints," of the Standard Specifications is amended to read:

91-4 MISCELLANEOUS PAINTS

91-4.01 THROUGH 91-4.04 (BLANK)

91-4.05 PAINT; ACRYLIC EMULSION, EXTERIOR WHITE AND LIGHT AND MEDIUM TINTS

Classification:

- This specification covers an acrylic emulsion paint designed for use on exterior masonry. This paint shall conform to the requirements in the Detailed Performance Standards of the Master Painters Institute (MPI) for Paint, Latex, Exterior, and shall be listed on the following MPI Approved Products Lists:

A. Exterior Latex, Flat MPI Gloss Level 1, MPI List Number 10.
B. Exterior Latex, Semi-Gloss, MPI Gloss Level 5, MPI List Number 11.
C. Exterior Latex, Gloss, MPI Gloss Level 6, MPI List Number 119.

- This paint may be tinted by using "universal" or "all purpose" concentrates.

SECTION 92: ASPHALTS

Issue Date: February 2, 2007

Section 92, "Asphalts," of the Standard Specifications is amended to read:

92-1.01 DESCRIPTION

- Asphalt is refined petroleum or a mixture of refined liquid asphalt and refined solid asphalt that are prepared from crude petroleum. Asphalt is:

1. Free from residues caused by the artificial distillation of coal, coal tar, or paraffin
2. Free from water
3. Homogeneous

92-1.02 MATERIALS

GENERAL

- Furnish asphalt under the Department's "Certification Program for Suppliers of Asphalt." The Department maintains the program requirements, procedures, and a list of approved suppliers at:

http://www.dot.ca.gov/hq/esc/Translab/fpmcoc.htm

- Transport, store, use, and dispose of asphalt safely.
- Prevent the formation of carbonized particles caused by overheating asphalt during manufacturing or construction.

GRADES

- Performance graded (PG) asphalt binder is:

Performance Graded Asphalt Binder

Property	AASHTO Test Method	Specification Grade				
		PG 58-22 [a]	PG 64-10	PG 64-16	PG 64-28	PG 70-10
Original Binder						
Flash Point, Minimum °C	T 48	230	230	230	230	230
Solubility, Minimum % [b]	T 44	99	99	99	99	99
Viscosity at 135°C, [c] Maximum, Pa·s	T 316	3.0	3.0	3.0	3.0	3.0
Dynamic Shear, Test Temp. at 10 rad/s, °C Minimum G*/sin(delta), kPa	T 315	58 1.00	64 1.00	64 1.00	64 1.00	70 1.00
RTFO Test, [e] Mass Loss, Maximum, %	T 240	1.00	1.00	1.00	1.00	1.00
RTFO Test Aged Binder						
Dynamic Shear, Test Temp. at 10 rad/s, °C Minimum G*/sin(delta), kPa	T 315	58 2.20	64 2.20	64 2.20	64 2.20	70 2.20
Ductility at 25°C Minimum, cm	T 51	75	75	75	75	75
PAV [f] Aging, Temperature, °C	R 28	100	100	100	100	110
RTFO Test and PAV Aged Binder						
Dynamic Shear, Test Temp. at 10 rad/s, °C Maximum G*sin(delta), kPa	T 315	22 [d] 5000	31 [d] 5000	28 [d] 5000	22 [d] 5000	34 [d] 5000
Creep Stiffness, Test Temperature, °C Maximum S-value, Mpa Minimum M-value	T 313	-12 300 0.300	0 300 0.300	-6 300 0.300	-18 300 0.300	0 300 0.300

Notes:

a. Use as asphalt rubber base stock for high mountain and high desert area.

b. The Engineer waives this specification if the supplier is a Quality Supplier as defined by the Department's "Certification Program for Suppliers of Asphalt."

c. The Engineer waives this specification if the supplier certifies the asphalt binder can be adequately pumped and mixed at temperatures meeting applicable safety standards.

d. Test the sample at 3°C higher if it fails at the specified test temperature. G*sin(delta) remains 5000 kPa maximum.

e. "RTFO Test" means the asphaltic residue obtained using the Rolling Thin Film Oven Test, AASHTO Test Method T 240 or ASTM Designation: D 2872. The residue from mass change determination may be used for other tests.

f. "PAV" means Pressurized Aging Vessel.

- Performance graded polymer modified asphalt binder (PG Polymer Modified) is:

Performance Graded Polymer Modified Asphalt Binder [a]

Property	AASHTO Test Method	Specification Grade		
		PG 58-34 PM	PG 64-28 PM	PG 76-22 PM
Original Binder				
Flash Point, Minimum °C	T 48	230	230	230
Solubility, Minimum % [b]	T 44[c]	98.5	98.5	98.5
Viscosity at 135°C, [d] Maximum, Pa·s	T 316	3.0	3.0	3.0
Dynamic Shear, Test Temp. at 10 rad/s, °C Minimum G*/sin(delta), kPa	T 315	58 1.00	64 1.00	76 1.00
RTFO Test , Mass Loss, Maximum, %	T 240	1.00	1.00	1.00
RTFO Test Aged Binder				
Dynamic Shear, Test Temp. at 10 rad/s, °C Minimum G*/sin(delta), kPa	T 315	58 2.20	64 2.20	76 2.20
Dynamic Shear, Test Temp. at 10 rad/s, °C Maximum (delta), %	T 315	Note e 80	Note e 80	Note e 80
Elastic Recovery[f], Test Temp., °C Minimum recovery, %	T 301	25 75	25 75	25 65
PAV[g] Aging, Temperature, °C	R 28	100	100	110
RTFO Test and PAV Aged Binder				
Dynamic Shear, Test Temp. at 10 rad/s, °C Maximum G*sin(delta), kPa	T 315	16 5000	22 5000	31 5000
Creep Stiffness, Test Temperature, °C Maximum S-value, MPa Minimum M-value	T 313	-24 300 0.300	-18 300 0.300	-12 300 0.300

Notes:

a. Do not modify PG Polymer Modified using acid modification.

b. The Engineer waives this specification if the supplier is a Quality Supplier as defined by the Department's "Certification Program for Suppliers of Asphalt."

c. The Department allows ASTM D 5546 instead of AASHTO T 44

d. The Engineer waives this specification if the supplier certifies the asphalt binder can be adequately pumped and mixed at temperatures meeting applicable safety standards.

e. Test temperature is the temperature at which G*/sin(delta) is 2.2 kPa. A graph of log G*/sin(delta) plotted against temperature may be used to determine the test temperature when G*/sin(delta) is 2.2 kPa. A graph of (delta) versus temperature may be used to determine delta at the temperature when G*/sin(delta) is 2.2 kPa. The Engineer also accepts direct measurement of (delta) at the temperature when G*/sin(delta) is 2.2 kPa.

f. Tests without a force ductility clamp may be performed.

g. "PAV" means Pressurized Aging Vessel.

SAMPLING

- Provide a sampling device in the asphalt feed line connecting the plant storage tanks to the asphalt weighing system or spray bar. Make the sampling device accessible between 600 and 750 mm above the platform. Provide a receptacle for flushing the sampling device.
- Include with the sampling device a valve:

1. Between 10 and 20 mm in diameter

2. Manufactured in a manner that a one-liter sample may be taken slowly at any time during plant operations
3. Maintained in good condition

- Replace failed valves.
- In the Engineer's presence, take 2 one-liter samples per operating day. Provide round, friction top, one-liter containers for storing samples.

92-1.03 EXECUTION

- If asphalt is applied, you must comply with the heating and application specifications for liquid asphalt in Section 93, "Liquid Asphalts."

92-1.04 MEASUREMENT

- If the contract work item for asphalt is paid by mass, the Department measures asphalt tonnes by complying with the specifications for mass determination of liquid asphalt in Section 93, "Liquid Asphalts."
- The Engineer determines the asphalt mass from volumetric measurements if you:

1. Use a partial asphalt load.
2. Use asphalt at a location other than a mixing plant and no scales within 35 km are available and suitable.
3. Deliver asphalt in either of the following:

   3.1. A calibrated truck with each tank accompanied by its measuring stick and calibration card.
   3.2. A truck equipped with a calibrated thermometer that determines the asphalt temperature at the delivery time and with a vehicle tank meter complying with the specifications for weighing, measuring, and metering devices in Section 9-1.01, "Measurement of Quantities."

- If you furnish asphalt concrete from a mixing plant producing material for only one project, the Engineer determines the asphalt quantity by measuring the volume in the tank at the project's start and end provided the tank is calibrated and equipped with its measuring stick and calibration card.

- The Engineer determines pay quantities from volumetric measurements as follows:

1. Before converting the volume to mass, the Engineer reduces the measured volume to that which the asphalt would occupy at 15°C.
2. The Engineer uses 981 L/tonne and 1020 g/L for the average mass and volume for PG and PG Polymer Modified asphalt grades at 15°C.
3. The Engineer uses the Conversion Table in Section 93, "Liquid Asphalts."

SECTION 93: LIQUID ASPHALTS

Issue Date: November 3, 2006

The ninth paragraph of Section 93-1.04, "Measurement," of the Standard Specifications is amended to read:

- The following Legend and Conversion Table is to be used for converting volumes of liquid asphalt products, Grades 70 to 3000, inclusive, and paving asphalt Grades PG 58-22, PG 64-10, PG 64-16, PG 64-28, and PG 70-10, and Grades PG 58-34 PM, PG 64-28 PM, and PG 76-22 PM.

SECTION 95: EPOXY

Issue Date: March 16, 2007

Section 95, "Epoxy," of the Standard Specifications is amended to read:

95-1 GENERAL

95-1.01 DESCRIPTION

- These specifications are intended to specify epoxy that will meet service requirements for highway construction.
- Epoxy shall be furnished as 2 components, which shall be mixed together at the site of the work.

95-1.02 SAMPLING AND TESTING

• Epoxy shall not be used prior to sampling and testing unless its use is permitted prior to sampling and testing in conformance with the provisions in Section 6-1.07, "Certificates of Compliance."

• Tests will be conducted in conformance with the latest test methods of the American Society for Testing and Materials, and California Test Methods in use by the Transportation Laboratory.

• Epoxy components shall be formulated to maintain the specified properties for a minimum of one year. The Engineer may require additional testing of any epoxy component that has not been used within one year of manufacture.

95-1.03 PACKAGING, LABELING AND STORING

• Each component shall be packaged in containers of size proportional to the amount of that component in the mix so that one container of each component is used in mixing one batch of epoxy. The containers shall be of such design that all of the contents may be readily removed and shall be well sealed to prevent leakage. The containers and labeling shall meet U.S. Department of Transportation Hazardous Material Shipping Regulations, and the containers shall be of a material, or lined with a material, of such character as to resist any action by the components. Each container shall be clearly labeled with the ASTM Designation: C881 Class and Type; designation (Component A or B); manufacturer's name; date of manufacture; batch number (a batch shall consist of a single charge of all components in a mixing chamber); all directions for use (as specified elsewhere) and such warning or precautions concerning the contents as may be required by State or Federal Laws and Regulations. The manufacturer of the finished epoxy components shall furnish a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," and a copy of the label for each material. The certificate shall include a list, by Title and Section, of the State and Federal packaging and labeling laws and regulations that the manufacturer has complied with.

• Attention is directed to the characteristic of some epoxy components to crystallize or thicken excessively prior to use when stored at temperatures below 2ºC. Any material which shows evidence of crystallization or a permanent increase in viscosity or settling of pigments which cannot be readily redispersed with a paddle shall not be used.

95-1.04 DIRECTIONS FOR USE

• At the time of mixing, components A and B shall be at a temperature between 15°C and 30°C, unless otherwise specified. Any heating of the adhesive components shall be done by application of indirect heat. Immediately prior to mixing, each component shall be thoroughly mixed with a paddle. Separate paddles shall be used to stir each component. Immediately prior to use, the 2 components shall be thoroughly mixed together in the specified ratios. No solvent shall be added to any epoxy.

• After mixing, epoxies shall be placed in the work and any overlaying or inserted material which is to be bonded to the work by the epoxy shall also be placed before thickening of the epoxy has begun. Surfaces upon which epoxy is to be placed shall be free of rust, paint, grease, asphalt, and loose and deleterious material. When epoxy is used as a binder to make epoxy concrete or mortar, the 2 components of epoxy shall be thoroughly mixed together before the aggregate is added and, unless otherwise specified, the mix proportions shall consist of one part of binder to approximately 4 parts of aggregate, by volume. Aggregate for use in epoxy concrete and mortar shall be clean and shall have a moisture content of not more than 0.50-percent when tested by California Test 226. Surfaces against which epoxy concrete and mortar are to be placed shall be primed with a coat of the epoxy used just prior to placing the concrete or mortar.

95-2 TYPES OF EPOXIES

95-2.01 BINDER (ADHESIVE), EPOXY RESIN BASE

Classification:

• This specification covers a low viscosity epoxy formulated primarily for use in making high-strength epoxy concrete and epoxy mortar and in pressure grouting of cracks in concrete. For load bearing applications, use ASTM Designation: C 881, Type IV, Grade 1, Class B or C. Class B or C shall be used depending on the substrate and ambient temperatures. Use Grade B for atmospheric and surface temperatures as low as 4°C. Use Class C when temperatures are 15°C or higher. For non-load bearing applications use ASTM Designation: C881, Type I, Grade 1, Class B or C. Apply no thicker than recommended by the manufacturer. Thick sections of this epoxy are not suitable for use in freeze thaw environments. In a freeze-thaw environment, increase the aggregate loading to improve the properties of the epoxy concrete.

Directions for Use:

• Mix in conformance with the manufacturer's written recommendations. No more material shall be mixed than can be used within the pot-life from the time mixing operations are started.

95-2.02 (BLANK)

95-2.03 EPOXY RESIN ADHESIVE FOR BONDING NEW CONCRETE TO OLD CONCRETE

Classification:

• This specification covers a low viscosity paste epoxy formulated primarily for use in bonding new portland cement concrete to hardened portland cement concrete. The epoxy shall meet the specification requirements of ASTM Designation: C 881, Type V, Grade 2. This epoxy is available in 2 Classes: Class C for general use at temperature greater than 15°C and Class B for use when cure temperatures are below 15°C and above 4°C, or when a faster cure is required.

Directions for Use:

• The mixing ratio and use shall be in conformance with the manufacturer's written recommendations. When measuring as individual Components A and B, stir and tap the measuring containers to remove possible air voids. The ingredients in Components A and B shall be thoroughly dispersed such that each component forms a uniform paste. Do not mix more material than can be spread within the pot life from the time mixing operations are started. The spreading rate shall be sufficient to thoroughly coat the surface. Spread the mixed adhesive by brush or roller over blast-cleaned concrete at a rate recommended by the manufacturer. The new concrete shall be placed against the adhesive coating on the old concrete before the adhesive has set. If the adhesive has set and is not tacky prior to placing the new concrete, a new coating of adhesive shall be applied.

95-2.04 RAPID SET EPOXY ADHESIVE FOR PAVEMENT MARKERS

Classification:

• This specification covers a high viscosity paste, rapid set epoxy formulated primarily for use in bonding pavement markers to portland cement concrete and asphalt concrete. The adhesive shall meet ASTM Designation: C 881, Type IV, Grade 3, Class B and C except that the gel time may be shorter than 30 minutes. The adhesive shall conform to these requirements and the following.

Characteristics of Combined Components:

• All tests shall be performed in conformance with the requirements in California Test 434.

Property	Requirement
Gel time, minutes, maximum, at 25°C	30
Bond Strength to Concrete, Time, minutes (maximum) to reach not less than 1.4 MPa	
at 25ºC ±1ºC	35
at 10ºC ±1ºC	45
Slant Shear Strength	
2 days at 25ºC ±1ºC, MPa	7
14 days at 25ºC ±1ºC, plus water soak, MPa	10.5
Tensile Adhesion and Cohesion	
Ceramic marker bottom, MPa	4.8 min.
Ceramic marker bottom, including post cure, MPa	4.8 min.
Retroreflective pavement marker bottom, MPa	3.4 min.
Color of mixed epoxy	gray
Glass transition temperature, Tg, samples conditioned at 25°C for 24 hours, ASTM Designation: D 4065	30ºC min.

Directions for Use:

• Components A and B shall be mixed in conformance with the manufacturer's written recommendations. When an automatic proportioning and mixing machine is used, the temperature of the components shall be maintained by indirect heating or cooling, so that the adhesive will meter, mix and extrude properly. The maximum temperature shall be such that after proper mixing no excess adhesive shall flow from under the marker other than that specified in Section 85-1.06, "Placement."

95-2.05 STANDARD SET EPOXY ADHESIVE FOR PAVEMENT MARKERS

Classification:

• This specification covers a high viscosity paste standard set epoxy formulated primarily for use in bonding pavement markers to portland cement concrete and asphalt concrete. The epoxy shall meet ASTM Designation: C 881, Type IV, Viscosity Grade 3, Classes B or C, except that the gel time may be shorter than 30 minutes.

Characteristics of Combined Components:

• All tests shall be performed in conformance with the requirements in California Test 434.

Property	Requirement
Gel time, minutes, maximum, at 25ºC	30
Bond Strength to Concrete, Time (maximum) to reach not less than 1.4 MPa	
at 25ºC ±1ºC	3.5 hours
at 13ºC ±1ºC	24 hours
Slant Shear Strength	
2 days at 25ºC ±1ºC, MPa	7 min.
14 days at 25ºC ±1ºC, plus water soak, MPa	10.5 min.
Tensile Adhesion and Cohesion	
Ceramic marker bottom, MPa	4.8 min.
Ceramic marker bottom, including post cure, MPa	4.8 min.
Reflective pavement marker bottom, MPa	3.4 min.
Color of Mixed Components	gray
Glass transition temperature, Tg, samples conditioned at 25ºC for 24 hours, ASTM Designation: D 4065	30ºC min.

Directions for Use:

• Components A and B shall be mixed in conformance with the manufacturer's written recommendations. When an automatic proportioning and mixing machine is used, the temperature of the components shall be maintained by indirect heating or cooling, so that the adhesive will meter, mix and extrude properly. The maximum temperature shall be such that after proper mixing no excess adhesive shall flow from under the marker other than that specified in Section 85-1.06, "Placement."

95-2.06 (BLANK)

95-2.07 (BLANK)

95-2.08 (BLANK)

95-2.09 EPOXY SEALANT FOR INDUCTIVE LOOPS

Classification:

• This specification covers a high viscosity liquid epoxy formulated primarily for use in sealing inductive wire loops and leads imbedded in asphalt concrete and portland cement concrete for traffic signal controls and vehicle counters. This epoxy is to be used for repair work on existing spalls, cracks and other deformations in and around saw cuts housing inductor loops and leads. The rapid cure allows minimum traffic delay. This sealant is suitable for use in freeze-thaw areas. The epoxy shall meet ASTM Designation: C 881, Type I, Grade 2 and the following requirements.

Characteristics of Combined Components:

• All tests shall be performed in conformance with the requirements in California Test 434.

Property	Requirement
Gel time, minutes, maximum	30
On 3-mm cast sheet, cured 18 hours at 25ºC, + 5 hours at 70ºC	
Tensile Strength, MPa	2.7 min.
Elongation, percent	90 min.
Shore D Hardness	45 min.

Directions for Use:

- Saw cuts shall be cleaned with compressed air to remove all excess moisture and debris. For repairing damaged saw cuts, all loose spalled material shall be cleaned away from the saw cut, chipping back to sound asphalt concrete or portland cement concrete and all loose material cleaned from loop wires.
- The mixing ratio shall be in conformance with the manufacturer's recommendations. No more material shall be mixed than can be used within the gel time from the time mixing operations are started.
- When automatic mixing equipment is used for mixing the sealant, the provisions in the twelfth paragraph in Section 85-1.06, "Placement," shall apply.

95-2.10 (BLANK)

95-2.11 EPOXY RESIN ADHESIVE FOR INJECTION GROUTING OF PORTLAND CEMENT CONCRETE PAVEMENTS

Directions for Use:

- Both components and the mixed material shall contain no solvents. The mixing ratio of the components in terms of volume and mass shall be clearly stated. The material shall be suitable for use in the mixing equipment used by the applicator. Epoxy adhesive samples shall be furnished to the Engineer for testing at least 12 days before the expected time of use.

Characteristics of Adhesive:

Test[a]	California Test	Requirement
Brookfield Viscosity, No. 3 Spindle at 20 rpm, Pa·s at 25ºC	434, Part 4	0.9 max.
Gel time, minutes	434, Part 1	2 to 15
Slant Shear Strength on Dry Concrete, MPa, after 4 days of cure in air at 25ºC ±1ºC	434, Part 5[b]	41.4 min.
Slant Shear Strength on Wet Concrete, MPa, after 4 days of cure in air at 25ºC ±1ºC	434, Part 5[b]	21.1 min.
Tensile Strength, Mpa	434, Part 7, except test after 4 days of cure at 25ºC ±1ºC	31.0 min.
Elongation, %	434, Part 7, except test after 4 days of cure at 25ºC ±1ºC	10 max.

a The mixing ratio used will be that recommended by the manufacturer.

b For slant shear strength on concrete, delete Sections B-1 and B-5 of California Test 434, Part 5. For dry concrete, use Step "2" below only. For wet concrete, use both Steps "1" & "2":

1 Soak blocks in water for 24 hours at 25ºC ±1ºC. Remove and wipe off excess water.

2 Mix epoxy as described in California Test 434, Part 1, and apply a coat approximately 250 µm thick to each diagonal surface. Place four 3-mm square pieces of shim stock 305 µm thick on one block to control final film thickness. Before pressing the coated surfaces together, leave the blocks so that the coated surfaces are horizontal until the epoxy reacts slightly to prevent excessive flow.

END OF AMENDMENTS

SECTION 2. PROPOSAL REQUIREMENTS AND CONDITIONS

2-1.01 GENERAL

The bidder's attention is directed to the provisions in Section 2, "Proposal Requirements and Conditions," of the Standard Specifications and these special provisions for the requirements and conditions which the bidder must observe in the preparation of the Proposal form and the submission of the bid.

The Bidder's Bond form mentioned in the last paragraph in Section 2-1.07, "Proposal Guaranty," of the Standard Specifications will be found following the signature page of the Proposal.

In conformance with Public Contract Code Section 7106, a Noncollusion Affidavit is included in the Proposal. Signing the Proposal shall also constitute signature of the Noncollusion Affidavit.

The Contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of title 49, part 26, Code of Federal Regulations (49 CFR 26) in the award and administration of USDOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate. Each subcontract signed by the bidder must include this assurance.

Failure of the bidder to fulfill the requirements of the Special Provisions for submittals required to be furnished after bid opening, including but not limited to escrowed bid documents, where applicable, may subject the bidder to a determination of the bidder's responsibility in the event it is the apparent low bidder on a future public works contracts.

2-1.015 FEDERAL LOBBYING RESTRICTIONS

Section 1352, Title 31, United States Code prohibits Federal funds from being expended by the recipient or any lower tier subrecipient of a Federal-aid contract to pay for any person for influencing or attempting to influence a Federal agency or

Congress in connection with the awarding of any Federal-aid contract, the making of any Federal grant or loan, or the entering into of any cooperative agreement.

If any funds other than Federal funds have been paid for the same purposes in connection with this Federal-aid contract, the recipient shall submit an executed certification and, if required, submit a completed disclosure form as part of the bid documents.

A certification for Federal-aid contracts regarding payment of funds to lobby Congress or a Federal agency is included in the Proposal. Standard Form - LLL, "Disclosure of Lobbying Activities," with instructions for completion of the Standard Form is also included in the Proposal. Signing the Proposal shall constitute signature of the Certification.

The above-referenced certification and disclosure of lobbying activities shall be included in each subcontract and any lower-tier contracts exceeding $100,000. All disclosure forms, but not certifications, shall be forwarded from tier to tier until received by the Engineer.

The Contractor, subcontractors and any lower-tier contractors shall file a disclosure form at the end of each calendar quarter in which there occurs any event that requires disclosure or that materially affects the accuracy of the information contained in any disclosure form previously filed by the Contractor, subcontractors and any lower-tier contractors. An event that materially affects the accuracy of the information reported includes:

A. A cumulative increase of $25,000 or more in the amount paid or expected to be paid for influencing or attempting to influence a covered Federal action; or
B. A change in the person(s) or individual(s) influencing or attempting to influence a covered Federal action; or,
C. A change in the officer(s), employee(s), or Member(s) contacted to influence or attempt to influence a covered Federal action.

2-1.02 DISADVANTAGED BUSINESS ENTERPRISE (DBE)

This project is subject to title 49, part 26, Code of Federal Regulations (49 CFR 26) entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs." In order to ensure the Department achieves its federally mandated statewide overall DBE goal, the Department encourages the participation of Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR 26 in the performance of contracts financed in whole or in part with Federal Funds. The Contractor shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of subcontracts.

Bidders shall be fully informed respecting the requirements of the Regulations. The Regulations in their entirety are incorporated herein by this reference Attention is directed to the following matters:

A. A DBE must be a small business concern as defined pursuant to Section 3 of U.S. Small Business Act and relevant regulations promulgated pursuant thereto.
B. A DBE may participate as a prime contractor, subcontractor, joint venture partner with a prime or subcontractor, vendor of material or supplies, or as a trucking company.
C. A DBE joint venture partner must be responsible for specific contract items of work, or clearly defined portions thereof. Responsibility means actually performing, managing and supervising the work with its own forces. The DBE joint venture partner must share in the capital contribution, control, management, risks and profits of the joint venture commensurate with its ownership interest.
D. A DBE must perform a commercially useful function, i.e., must be responsible for the execution of a distinct element of the work and must carry out its responsibility by actually performing, managing and supervising the work.
E. DBEs must be certified by the California Unified Certification Program (CUCP). Listings of DBEs certified by the CUCP are available from the following sources:

    1. The Department's web site at http://www.dot.ca.gov/hq/bep.
    2. The Department's DBE Directory. This Directory may be obtained from the Department of Transportation, Materiel Operations Branch, Publication Distribution Unit, 1900 Royal Oaks Drive, Sacramento, California 95815, Telephone: (916) 445-3520.

F. When reporting DBE participation, bidders may count the cost of materials or supplies purchased from DBEs as follows:

    1. If the materials or supplies are obtained from a DBE manufacturer, count 100 percent of the cost of the materials or supplies. A DBE manufacturer is a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract and of the general character described by the specifications.

2. If the materials or supplies are purchased from a DBE regular dealer, count 60 percent of the cost of the materials or supplies. A DBE regular dealer is a firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. To be a DBE regular dealer, the firm must be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question. A person may be a DBE regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone, or asphalt without owning, operating, or maintaining a place of business as provided in this paragraph F.2. if the person both owns and operates distribution equipment for the products. Any supplementing of regular dealers' own distribution equipment shall be by a long-term lease agreement and not on an ad hoc or contract-by-contract basis. Packagers, brokers, manufacturers' representatives, or other persons who arrange or expedite transactions are not DBE regular dealers within the meaning of this paragraph F.2.
3. If the DBE is neither a manufacturer nor a regular dealer, count only the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on a job site, provided the fees are reasonable and not excessive as compared with fees charged for similar services.

G. When reporting DBE participation, bidders may count the participation of DBE trucking companies as follows:

1. The DBE must be responsible for the management and supervision of the entire trucking operation for which it is responsible on a particular contract.
2. The DBE must itself own and operate at least one fully licensed, insured, and operational truck used on the contract.
3. The DBE receives credit for the total value of the transportation services it provides on the contract using trucks its owns, insures, and operates using drivers it employs.
4. The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.
5. The DBE may also lease trucks from a Non-DBE firm, including an owner-operator. The DBE who leases trucks from a Non-DBE is entitled to credit only for the fee or commission it receives as a result of the lease arrangement. The DBE does not receive credit for the total value of the transportation services provided by the lessee, since these services are not provided by a DBE.
6. For the purposes of this paragraph G, a lease must indicate that the DBE has exclusive use of and control over the truck. This does not preclude the leased truck from working for others during the term of the lease with the consent of the DBE, so long as the lease gives the DBE absolute priority for use of the leased truck. Leased trucks must display the name and identification number of the DBE.

H. Bidders are encouraged to use services offered by financial institutions owned and controlled by DBEs.

SECTION 3. AWARD AND EXECUTION OF CONTRACT

The bidder's attention is directed to the provisions in Section 3, "Award and Execution of Contract," of the Standard Specifications and these special provisions for the requirements and conditions concerning award and execution of contract.

Requests for relief of bid and bid protests are to be delivered to the following address: Department of Transportation, MS 43, Attn: Office Engineer, 1727 30th Street, Sacramento, CA 95816 or by facsimile to the Office Engineer at (916) 227-6282.

The award of the contract, if it be awarded, will be to the lowest responsible bidder whose proposal complies with all the requirements prescribed.

The contract shall be executed by the successful bidder and shall be returned, together with the contract bonds and the documents identified in Section 3-1.025, "Insurance Policies," of the Standard Specifications, to the Department so that it is received within 10 business days after the bidder has received the contract for execution. Failure to do so shall be just cause for forfeiture of the proposal guaranty. The executed contract documents shall be delivered to the following address: Department of Transportation MS 43, Attn: Office Engineer, 1727 30th Street, Sacramento, CA 95816.

A "CALTRANS BIDDER - DBE INFORMATION" form will be included in the contract documents to be executed by the successful bidder. The purpose of the form is to collect data required under 49 CFR 26. Even if no DBE participation will be reported, the successful bidder must execute and return the form.

The bidder's "CALTRANS BIDDER - DBE INFORMATION" form should include the names, addresses and phone numbers of DBE firms that will participate, with a complete description of work or supplies to be provided by each, and the dollar value of each DBE transaction. When 100 percent of a contract item of work is not to be performed or furnished by a

DBE, a description of the exact portion of that work to be performed or furnished by that DBE should be included in the DBE information, including the planned location of that work. A bidder certified as a DBE should describe the work it has committed to performing with its own forces as well as any other work that it has committed to be performed by DBE subcontractors, suppliers and trucking companies.

The bidder is encouraged to provide written confirmation from each DBE that the DBE is participating in the contract. A copy of a DBE's quote will serve as written confirmation that the DBE is participating in the contract. If a DBE is participating as a joint venture partner, the bidder is encouraged to submit a copy of the joint venture agreement.

The "CALTRANS BIDDER - DBE INFORMATION" form should be returned to the Department by the successful bidder with the executed contract, contract bonds and the documents identified in Section 3-1.025, "Insurance Policies," of the Standard Specifications.

A "Payee Data Record" form will be included in the contract documents to be executed by the successful bidder. The purpose of the form is to facilitate the collection of taxpayer identification data. The form shall be completed and returned to the Department by the successful bidder with the executed contract, contract bonds and the documents identified in Section 3-1.025, "Insurance Policies," of the Standard Specifications. For the purposes of the form, payee shall be deemed to mean the successful bidder. The form is not to be completed for subcontractors or suppliers. Failure to complete and return the "Payee Data Record" form to the Department as provided herein will result in the retention of 31 percent of payments due the Contractor and penalties of up to $20,000. This retention of payments for failure to complete the "Payee Data Record" form is in addition to any other retention of payments due the Contractor.

SECTION 4. BEGINNING OF WORK, TIME OF COMPLETION, AND LIQUIDATED DAMAGES

The first working day is the fifty-fifth day after contract approval.

The Contractor shall not begin work at the job site, except for measuring controlling field dimensions and locating utilities, until the following submittals are received and approved by the Engineer:

1. Baseline Progress Schedule (Critical Path Method).
2. Storm Water Pollution Prevention Plan (SWPPP).
3. Notification of Dispute Review Board (DRB) nominee and disclosure statement.

In addition to the above submittals, the Contractor shall not begin work at the job site, except for measuring controlling field dimensions and locating utilities, until the following submittals are received by the Engineer:

1. Notice of Materials To Be Used.
2. Contingency plan for reopening closures to public traffic.
3. Written statement from the vendor that the order for the sign panels has been received and accepted by the vendor. The statement shall show the dates that the materials will be shipped.
4. Written statement from the vendor that the order for electrical material has been received and accepted by the vendor. The statement shall show the dates that the materials will be shipped.

The Contractor may begin work at the job site before the fifty-fifth day after contract approval if:

1. The Contractor submits and obtains required approvals for the submittals before the fifty-fifth day.
2. Authorized by the Engineer in writing.

The Department will grant time extensions for delays only that are beyond the Contractor's control and that prevent the Contractor from starting work at the job site on the first working day.

The work shall be diligently prosecuted to completion before the expiration **205 WORKING DAYS.**

The Contractor shall pay to the State of California the sum of $**9,000** per day for each day's delay in finishing the work in excess of the number of working days specified above.

SECTION 5. GENERAL

SECTION 5-1. MISCELLANEOUS

5-1.01 GUARANTEE

GENERAL

The Contractor shall guarantee the work is in accordance with contract requirements and remains free from substantial defects in materials and workmanship for a period of one year after contract acceptance. For certain portions of the work

where the Director relieves the Contractor of responsibility in accordance with Section 7-1.15, "Relief from Maintenance and Responsibility," of the Standard Specifications, the guarantee period starts on the relief date and ends one year therefrom.

Substantial defects in materials and workmanship means defective work objectively manifested by damaged, displaced, or missing parts or components and workmanship resulting in improper function of materials, components, equipment, or systems, as installed or manufactured by the Contractor, subcontractor, supplier, or manufacturer.

During the guarantee period, the Contractor shall repair or replace contract work and associated work which is not in accordance with contract requirements or has substantial defects in materials and workmanship. The Contractor shall perform the corrective work with no expense to the Department other than State-provided field inspection services.

The guarantee of work excludes damage or displacement that is outside the control of the Contractor and caused by normal wear and tear, improper operation, insufficient maintenance, abuse, unauthorized modification, or natural disaster as described in Section 7-1.165, "Damage by Storm, Flood, Tsunami or Earthquake," of the Standard Specifications.

The Contractor shall have the same insurance coverage during corrective work operations as prior to contract acceptance, in accordance with Section 7-1.12, "Indemnification and Insurance," of the Standard Specifications.

The contract bonds furnished in accordance with Section 3-1.02, "Contract Bonds," of the Standard Specifications must remain in full force and effect during the guarantee period and until all corrective work is complete.

In the case of conflict between this guarantee provision and any warranty provision included in the contract, the warranty provision shall govern for the specific construction product or feature covered.

CORRECTIVE WORK

During the guarantee period, the Department will monitor performance of the highway facilities completed by the Contractor and will perform a thorough review of the contract work at least 60 days before the expiration of the one-year guarantee.

If the Engineer discovers contract work not in compliance with contract requirements or that has substantial defects in materials and workmanship, at any time during the guarantee period, a list of items that require corrective work will be developed and forwarded to the Contractor. Within 15 days of receipt of a list, the Contractor shall submit to the Engineer a detailed plan for performing corrective work. The work plan shall include a start to finish schedule. It shall include a list of labor, equipment, materials, and any special services intended to be used. It shall clearly show related work including traffic control, temporary delineation, and permanent delineation.

The Contractor shall start the corrective and related work within 15 days of receiving notice from the Engineer that the Contractor's work plan is approved. The corrective work shall be diligently prosecuted and completed within the time allotted in the approved work plan.

If the Engineer determines that corrective work, covered by the guarantee, is urgently needed to prevent injury or property damage, the Engineer will give the Contractor a request to start emergency repair work and a list of items that require repair work. The Contractor shall mobilize within 24 hours and diligently perform emergency repair work on the damaged highway facilities. The Contractor shall submit a work plan within 5 days of starting emergency repair work.

If the Contractor fails to commence and execute, with due diligence, corrective work and related work required under the guarantee in the time allotted, the Engineer may proceed to have the work performed by State forces or other forces at the Contractor's expense. Upon demand, the Contractor shall pay all costs incurred by the Department for work performed by State forces or other forces including labor, equipment, material, and special services.

PAYMENT

Full compensation for performing corrective work; and related work such as traffic control, temporary delineation, and permanent delineation, and to maintain insurance coverage and bonds, shall be considered as included in the contract prices paid for the various contract items of work and no separate payment will be made therefor.

5-1.019 COST REDUCTION INCENTIVE

Attention is directed to Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications.

Prior to preparing a written cost reduction proposal, the Contractor shall request a meeting with the Engineer to discuss the proposal in concept. Items of discussion will also include permit issues, impact on other projects, impact on the project schedule, peer reviews, overall merit of the proposal, and review times required by the Department and other agencies.

If a cost reduction proposal submitted by the Contractor, and subsequently approved by the Engineer, provides for a reduction in contract time, 50 percent of that contract time reduction shall be credited to the State by reducing the contract working days, not including plant establishment. Attention is directed to "Beginning of Work, Time of Completion and Liquidated Damages" of these special provisions regarding the working days.

If a cost reduction proposal submitted by the Contractor, and subsequently approved by the Engineer, provides for a reduction in traffic congestion or avoids traffic congestion during construction, 60 percent of the estimated net savings in construction costs attributable to the cost reduction proposal will be paid to the Contractor. In addition to the requirements in

Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications, the Contractor shall provide detailed comparisons of the traffic handling between the existing contract and the proposed change, and estimates of the traffic volumes and congestion.

5-1.02 LABOR NONDISCRIMINATION

Attention is directed to the following Notice that is required by Chapter 5 of Division 4 of Title 2, California Code of Regulations.

NOTICE OF REQUIREMENT FOR NONDISCRIMINATION PROGRAM

(GOV. CODE, SECTION 12990)

Your attention is called to the "Nondiscrimination Clause", set forth in Section 7-1.01A(4), "Labor Nondiscrimination," of the Standard Specifications, which is applicable to all nonexempt State contracts and subcontracts, and to the "Standard California Nondiscrimination Construction Contract Specifications" set forth therein. The specifications are applicable to all nonexempt State construction contracts and subcontracts of $5000 or more.

5-1.03 INTEREST ON PAYMENTS

Interest shall be payable on progress payments, payments after acceptance, final payments, extra work payments, and claim payments as follows:

A. Unpaid progress payments, payment after acceptance, and final payments shall begin to accrue interest 30 days after the Engineer prepares the payment estimate.
B. Unpaid extra work bills shall begin to accrue interest 30 days after preparation of the first pay estimate following receipt of a properly submitted and undisputed extra work bill. To be properly submitted, the bill must be submitted within 7 days of the performance of the extra work and in conformance with the provisions in Section 9-1.03C, "Records," and Section 9-1.06, "Partial Payments," of the Standard Specifications. An undisputed extra work bill not submitted within 7 days of performance of the extra work will begin to accrue interest 30 days after the preparation of the second pay estimate following submittal of the bill.
C. The rate of interest payable for unpaid progress payments, payments after acceptance, final payments, and extra work payments shall be 10 percent per annum.
D. The rate of interest payable on a claim, protest or dispute ultimately allowed under this contract shall be 6 percent per annum. Interest shall begin to accrue 61 days after the Contractor submits to the Engineer information in sufficient detail to enable the Engineer to ascertain the basis and amount of said claim, protest or dispute.

The rate of interest payable on any award in arbitration shall be 6 percent per annum if allowed under the provisions of Civil Code Section 3289.

5-1.04 PUBLIC SAFETY

The Contractor shall provide for the safety of traffic and the public in conformance with the provisions in Section 7-1.09, "Public Safety," of the Standard Specifications and these special provisions.

The Contractor shall install temporary railing (Type K) between a lane open to public traffic and an excavation, obstacle or storage area when the following conditions exist:

A. Excavations—The near edge of the excavation is 3.6 m or less from the edge of the lane, except:

    1. Excavations covered with sheet steel or concrete covers of adequate thickness to prevent accidental entry by traffic or the public.
    2. Excavations less than 0.3-m deep.
    3. Trenches less than 0.3-m wide for irrigation pipe or electrical conduit, or excavations less than 0.3-m in diameter.
    4. Excavations parallel to the lane for the purpose of pavement widening or reconstruction.
    5. Excavations in side slopes, where the slope is steeper than 1:4 (vertical:horizontal).
    6. Excavations protected by existing barrier or railing.

B. Temporarily Unprotected Permanent Obstacles—The work includes the installation of a fixed obstacle together with a protective system, such as a sign structure together with protective railing, and the Contractor elects to install the obstacle prior to installing the protective system; or the Contractor, for the Contractor's convenience and with

permission of the Engineer, removes a portion of an existing protective railing at an obstacle and does not replace such railing complete in place during the same day.

C. Storage Areas—Material or equipment is stored within 3.6 m of the lane and the storage is not otherwise prohibited by the provisions of the Standard Specifications and these special provisions.

The approach end of temporary railing (Type K), installed in conformance with the provisions in this section "Public Safety" and in Section 7-1.09, "Public Safety," of the Standard Specifications, shall be offset a minimum of 4.6 m from the edge of the traffic lane open to public traffic. The temporary railing shall be installed on a skew toward the edge of the traffic lane of not more than 0.3-m transversely to 3 m longitudinally with respect to the edge of the traffic lane. If the 4.6-m minimum offset cannot be achieved, the temporary railing shall be installed on the 10 to 1 skew to obtain the maximum available offset between the approach end of the railing and the edge of the traffic lane, and an array of temporary crash cushion modules shall be installed at the approach end of the temporary railing.

Except for installing, maintaining and removing traffic control devices, whenever work is performed or equipment is operated in the following work areas, the Contractor shall close the adjacent traffic lane unless otherwise provided in the Standard Specifications and these special provisions:

Approach Speed of Public Traffic (Posted Limit) (Kilometers Per Hour)	Work Areas
Over 72 (45 Miles Per Hour)	Within 1.8 m of a traffic lane but not on a traffic lane
56 to 72 (35 to 45 Miles Per Hour)	Within 0.9-m of a traffic lane but not on a traffic lane

The lane closure provisions of this section shall not apply if the work area is protected by permanent or temporary railing or barrier.

When traffic cones or delineators are used to delineate a temporary edge of a traffic lane, the line of cones or delineators shall be considered to be the edge of the traffic lane, however, the Contractor shall not reduce the width of an existing lane to less than 3 m without written approval from the Engineer.

When work is not in progress on a trench or other excavation that required closure of an adjacent lane, the traffic cones or portable delineators used for the lane closure shall be placed off of and adjacent to the edge of the traveled way. The spacing of the cones or delineators shall be not more than the spacing used for the lane closure.

Suspended loads or equipment shall not be moved nor positioned over public traffic or pedestrians.

Full compensation for conforming to the provisions in this section "Public Safety," including furnishing and installing temporary railing (Type K) and temporary crash cushion modules, shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefor.

5-1.05 TESTING

Testing of materials and work shall conform to the provisions in Section 6-3, "Testing," of the Standard Specifications and these special provisions.

Whenever the provisions of Section 6-3.01, "General," of the Standard Specifications refer to tests or testing, it shall mean tests to assure the quality and to determine the acceptability of the materials and work.

The Engineer will deduct the costs for testing of materials and work found to be unacceptable, as determined by the tests performed by the Department, and the costs for testing of material sources identified by the Contractor which are not used for the work, from moneys due or to become due to the Contractor. The amount deducted will be determined by the Engineer.

5-1.06 REMOVAL OF ASBESTOS AND HAZARDOUS SUBSTANCES

When the presence of asbestos or hazardous substances are not shown on the plans or indicated in the specifications and the Contractor encounters materials which the Contractor reasonably believes to be asbestos or a hazardous substance as defined in Section 25914.1 of the Health and Safety Code, and the asbestos or hazardous substance has not been rendered harmless, the Contractor may continue work in unaffected areas reasonably believed to be safe. The Contractor shall immediately cease work in the affected area and report the condition to the Engineer in writing.

In conformance with Section 25914.1 of the Health and Safety Code, removal of asbestos or hazardous substances including exploratory work to identify and determine the extent of the asbestos or hazardous substance will be performed by separate contract.

If delay of work in the area delays the current controlling operation, the delay will be considered a right of way delay and the Contractor will be compensated for the delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

5-1.065 SOLID WASTE DISPOSAL AND RECYCLING REPORT

This work shall consist of reporting disposal and recycling of construction solid waste, as specified in these special provisions. For the purposes of this section, solid waste includes construction and demolition waste debris, but not hazardous waste.

Annually by the fifteenth day of January, the Contractor shall complete and certify Form CEM-4401, "Solid Waste Disposal and Recycling Report," which quantifies solid waste generated by the work performed and disposed of in landfills or recycled during the previous calendar year. The amount and type of solid waste disposed of or recycled shall be reported in tons. The Contractor shall also complete and certify Form CEM-4401 within 5 days following contract acceptance.

Form CEM-4401, "Solid Waste Disposal and Recycling Report" can be downloaded from the following website:

http://www.dot.ca.gov/hq/construc/manual2001

If the Contractor has not submitted Form CEM-4401, by the dates specified above, the Department will withhold the amount of $10,000 for each missing or incomplete report. The moneys withheld will be released for payment on the next monthly estimate for partial payment following the date that a complete and acceptable Form CEM-4401 is submitted to the Engineer. Upon completion of all contract work and submittal of the final Form CEM-4401, remaining withheld funds associated with this section, "Solid Waste Disposal and Recycling Report," will be released for payment. Withheld funds in conformance with this section shall be in addition to other moneys withheld provided for in the contract. No interest will be due the Contractor on withheld amounts.

Full compensation for preparing and submitting Form CEM-4401, "Solid Waste Disposal and Recycling Report," shall be considered as included in the contract price for the various items of work involved and no additional compensation will be allowed therefor.

5-1.07 (BLANK)

5-1.08 SUBCONTRACTOR AND DBE RECORDS

The Contractor shall maintain records showing the name and business address of each first-tier subcontractor. The records shall also show the name and business address of every DBE subcontractor, DBE vendor of materials and DBE trucking company, regardless of tier. The records shall show the date of payment and the total dollar figure paid to all of these firms. DBE prime contractors shall also show the date of work performed by their own forces along with the corresponding dollar value of the work.

Upon completion of the contract, a summary of these records shall be prepared on Form CEM-2402 (F) and certified correct by the Contractor or the Contractor's authorized representative, and shall be furnished to the Engineer. The form shall be furnished to the Engineer within 90 days from the date of contract acceptance. $10,000 will be withheld from payment until the Form CEM-2402 (F) is submitted. The amount will be returned to the Contractor when a satisfactory Form CEM-2402 (F) is submitted.

Prior to the fifteenth of each month, the Contractor shall submit documentation to the Engineer showing the amount paid to DBE trucking companies. The Contractor shall also obtain and submit documentation to the Engineer showing the amount paid by DBE trucking companies to all firms, including owner-operators, for the leasing of trucks. If the DBE leases trucks from a non-DBE, the Contractor may count only the fee or commission the DBE receives as a result of the lease arrangement.

The Contractor shall also obtain and submit documentation to the Engineer showing the truck number, owner's name, California Highway Patrol CA number, and if applicable, the DBE certification number of the owner of the truck for all trucks used during that month. This documentation shall be submitted on Form CEM-2404 (F).

5-1.083 DBE CERTIFICATION STATUS

If a DBE subcontractor is decertified during the life of the project, the decertified subcontractor shall notify the Contractor in writing with the date of decertification. If a subcontractor becomes a certified DBE during the life of the project, the subcontractor shall notify the Contractor in writing with the date of certification. The Contractor shall furnish the written documentation to the Engineer.

Upon completion of the contract, Form CEM-2403 (F) indicating the DBE's existing certification status shall be signed and certified correct by the Contractor. The certified form shall be furnished to the Engineer within 90 days from the date of contract acceptance.

5-1.086 PERFORMANCE OF SUBCONTRACTORS

The subcontractors listed by the Contractor in conformance with Section 2-1.054, "Required Listing of Proposed Subcontractors," of the Standard Specifications, shall perform the work and supply the materials for which they are listed,

unless the Contractor has received prior written authorization to perform the work with other forces or to obtain the materials from other sources.

The Contractor should notify the Engineer in writing of any changes to its anticipated DBE participation. This notice should be provided prior to the commencement of that portion of the work.

5-1.09 SUBCONTRACTING

Attention is directed to the provisions in Section 8-1.01, "Subcontracting," of the Standard Specifications, and these special provisions.

The provisions in the third paragraph of Section 8-1.01, "Subcontracting," of the Standard Specifications, that the Contractor shall perform with the Contractor's own organization contract work amounting to not less than 50 percent of the original contract price, is not changed by the Federal Aid requirement specified under "Required Contract Provisions Federal-Aid Construction Contracts" in Section 14 of these special provisions that the Contractor perform not less than 30 percent of the original contract work with the Contractor's own organization.

Each subcontract and lower tier subcontracts that may in turn be made shall include the "Required Contract Provisions Federal-Aid Construction Contracts" in Section 14 of these special provisions. Noncompliance shall be corrected. Payment for subcontracted work involved will be withheld from progress payments due, or to become due, until correction is made. Failure to comply may result in termination of the contract.

Pursuant to the provisions of Section 1777.1 of the Labor Code, the Labor Commissioner publishes and distributes a list of contractors ineligible to perform work as a subcontractor on a public works project. This list of debarred contractors is available from the Department of Industrial Relations web site at:

http://www.dir.ca.gov/DLSE/Debar.html.

5-1.10 PROMPT PROGRESS PAYMENT TO SUBCONTRACTORS

Attention is directed to the provisions in Sections 10262 and 10262.5 of the Public Contract Code concerning prompt payment to subcontractors.

5-1.103 RECORDS

The Contractor shall maintain cost accounting records for the contract pertaining to, and in such a manner as to provide a clear distinction between, the following six categories of costs of work during the life of the contract:

A. Direct costs of contract item work.
B. Direct costs of changes in character in conformance with Section 4-1.03C, "Changes in Character of Work," of the Standard Specifications.
C. Direct costs of extra work in conformance with Section 4-1.03D, "Extra Work," of the Standard Specifications.
D. Direct costs of work not required by the contract and performed for others.
E. Direct costs of work performed under a notice of potential claim in conformance with the provisions in Section 9-1.04, "Notice of Potential Claim," of the Standard Specifications.
F. Indirect costs of overhead.

Cost accounting records shall include the information specified for daily extra work reports in Section 9-1.03C, "Records," of the Standard Specifications. The requirements for furnishing the Engineer completed daily extra work reports shall only apply to work paid for on a force account basis.

The cost accounting records for the contract shall be maintained separately from other contracts, during the life of the contract, and for a period of not less than 3 years after the date of acceptance of the contract. If the Contractor intends to file claims against the Department, the Contractor shall keep the cost accounting records specified above until complete resolution of all claims has been reached.

5-1.104 INTERNET DAILY EXTRA WORK REPORT

When extra work is being paid for on a force account basis, the Contractor shall submit daily extra work reports in conformance with the provisions in Section 9-1.03C, "Records," of the Standard Specifications and these special provisions.

The Contractor shall send daily extra work reports to the Engineer using the Department's Internet extra work billing system. The reports shall conform to the requirements in the "iCAS User's Guide" (Guide). The Guide is available from the Department, and is also found on the Internet at:

http://www.dot.ca.gov/hq/construc/ewb/EWB_INSTRUCTION.pdf

The Department will provide system accounts to the Contractor's authorized representatives when at least one of the representatives has received training. The Department will provide system training to at least one of the Contractor's authorized representatives within 30 days of the Contractor's request for training. The Department will assign an account and user identification to the Contractor's authorized representatives, and each Contractor's authorized representative shall maintain a unique password. A daily extra work report that the Contractor's authorized representative sends to the Department using the Internet extra work billing system will be considered signed by the Contractor. A daily extra work report that the Engineer approves using the Internet extra work billing system will be considered signed by the Engineer.

Daily extra work reports that include billing for materials shall be substantiated by a valid copy of a vendor's invoice in conformance to the requirements in Section 9-1.03C, "Records," of the Standard Specifications. Each materials invoice shall clearly identify the relative daily extra work report and the associated cost of the materials. In addition to postal service and parcel service and if approved by the Engineer, invoices may be sent by facsimile or as an electronic-mail attachment.

The Contractor shall maintain the Contractor's interface with the Department's Internet extra work billing system. If the Contractor is using the file transfer process to submit extra work reports, it shall conform to the file transfer format and process defined in the Guide.

5-1.105 ARCHAEOLOGICAL DISCOVERIES

If archaeological materials, including but not limited to human skeletal material and disarticulated human bone, are discovered at the job site, protect and leave undisturbed and in place archaeological materials in accordance with the following codes and these special provisions:

1. California Public Resources Code, Division 5, Chapter 1.7 § 5097.5
2. California Public Resources Code, Division 5, Chapter 1.75 § 5097.98 and § 5097.99
3. California Administrative Code, Title 14 § 4308
4. California Penal Code, Part 1, Title 14 § 622-1/2
5. California Health and Safety Code, Division 7, Part 1, Chapter 2, § 7050.5

Archaeological materials are the physical remains of past human activity and include historic-period archaeological materials and prehistoric Native American archaeological materials. Nonhuman fossils are not considered to be archaeological except when showing direct evidence of human use or alteration or when found in direct physical association with archaeological materials as described in these special provisions.

Historic-period archaeological materials include cultural remains beginning with initial European contact in California, but at least 50 years old. Historical archaeological materials include:

1. Trash deposits or clearly defined disposal pits containing tin cans, bottles, ceramic dishes, or other refuse indicating previous occupation or use of the site
2. Structural remains of stone, brick, concrete, wood, or other building material found above or below ground or
3. Human skeletal remains from the historic period, with or without coffins or caskets, including any associated grave goods

Prehistoric Native American archaeological materials include:

1. Human skeletal remains or associated burial goods such as beads or ornaments
2. Evidence of tool making or hunting such as arrowheads and associated chipping debris of fine-grained materials such as obsidian, chert, or basalt
3. Evidence of plant processing such as pestles, grinding slabs, or stone bowls
4. Evidence of habitation such as cooking pits, stone hearths, packed or burnt earth floors or
5. Remains from food processing such as concentrations of discarded or burnt animal bone, shellfish remains, or burnt rocks used in cooking

Immediately upon discovery of archaeological materials, stop all work within a 18.5 meter radius of the archaeological materials and immediately notify the Engineer. Archaeological materials found during construction are the property of the State. Do not resume work within the 18.5 meter radius of the find until the Engineer gives you written approval. If, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of an archeological find or investigation or recovery of archeological materials, you will be compensated for resulting losses and an extension of time will be granted in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The Department may use other forces to investigate and recover archaeological materials from the location of the find. When ordered by the Engineer furnish labor, material, tools and equipment, to secure the location of the find, and assist in the

investigation or recovery of archaeological materials and the cost will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

Full compensation for immediately notifying the Engineer upon discovery of archaeological materials and leaving undisturbed and in place archaeological materials discovered on the job site shall be considered as included in the contract price paid for various items of work involved and no additional compensation will be allowed therefor.

5-1.11 PARTNERING

The State will promote the formation of a "Partnering" relationship with the Contractor in order to effectively complete the contract to the benefit of both parties. The purpose of this relationship is to maintain a cooperative communication and to mutually resolve conflicts at the lowest responsible management level.

The Contractor may request the formation of a "Partnering" relationship by submitting a request in writing to the Engineer after approval of the contract. If the Contractor's request for "Partnering" is approved by the Engineer, scheduling of a "Partnering Workshop," selecting the "Partnering" facilitator and workshop site, and other administrative details shall be as agreed to by both parties. If agreed to by the parties, additional "Partnering Workshops" will be conducted as needed throughout the life of the contract.

The costs involved in providing the "Partnering Workshop" facilitator and workshop site will be borne equally by the State and the Contractor. The division of cost will be made by determining the cost in providing the "Partnering Workshop" facilitator and workshop site in conformance with the provisions in Section 9-1.03B, "Work Performed by Special Forces or Other Special Services," of the Standard Specifications, and paying to the Contractor one-half of that cost, except no markups will be allowed.

All other costs associated with "Partnering Workshops" will be borne separately by the party incurring the costs, such as wages and travel expenses, and no additional compensation will be allowed therefor.

The establishment of a "Partnering" relationship will not change or modify the terms and conditions of the contract and will not relieve either party of the legal requirements of the contract.

5-1.114 VALUE ANALYSIS

The Contractor may submit to the Engineer, in writing, a request for a "Value Analysis" workshop. The purpose for having a workshop is to identify value enhancing opportunities and to consider modifications to the plans and specifications that will reduce either the total cost, time of construction or traffic congestion, without impairing, in any manner, the essential functions or characteristics of the project including, but not limited to, service life, economy of operation, ease of maintenance, benefits to the travelling public, desired appearance, or design and safety standards.

To maximize the potential benefits of a workshop, the request should be submitted to the Engineer early in the project after approval of the contract. If the Contractor's request for a "Value Analysis" workshop is approved by the Engineer, scheduling of a workshop, selecting the facilitator and workshop site, and other administrative details shall be determined cooperatively by the Contractor and the Engineer.

The workshop shall be conducted in conformance with the methodology described in the Department's "Value Analysis Team Guide" available at the Department's web site at:

http://www.dot.ca.gov/hq/oppd/value/

The facilitator shall be a Certified Value Specialist (CVS) as recognized by the Society of American Value Engineers (SAVE) International, which may be contacted as follows:

SAVE International, 60 Revere Drive, Northbrook, IL 60062
Telephone 1-847-480-1730, FAX 1-847-480-9282

The Contractor may submit recommendations resulting from a "Value Analysis" workshop for approval by the Engineer as cost reduction incentive proposals in conformance with the provisions in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications.

The costs involved in providing the "Value Analysis" facilitator and workshop site will be borne equally by the State and the Contractor. The division of cost will be made by determining the cost in providing the "Value Analysis" facilitator and workshop site in conformance with the provisions in Section 9-1.03B, "Work Performed by Special Forces or Other Special Services," of the Standard Specifications, and paying to the Contractor one-half of that cost, except no markups will be allowed.

All other costs associated with the "Value Analysis" workshop will be borne separately by the party incurring the costs, such as wages and travel expenses, and no additional compensation will be allowed therefor.

5-1.12 DISPUTE REVIEW BOARD

GENERAL

To assist in the resolution of disputes or potential claims arising out of the work of this project, a Dispute Review Board, hereinafter referred to as the "DRB," shall be established by the Engineer and Contractor cooperatively upon approval of the contract. The DRB is intended to assist the contract administrative claims resolution process as specified in the provisions in Section 9-1.04, "Notice of Potential Claim," and Section 9-1.07B, "Final Payment and Claims," of the Standard Specifications and these special provisions. The DRB shall not serve as a substitute for provisions in the specifications in regard to filing potential claims. The requirements and procedures established in this section shall be a prerequisite to filing a claim, filing for arbitration, or filing for litigation prior or subsequent to project completion.

The DRB shall be utilized when dispute or potential claim resolution at the project level is unsuccessful. The DRB shall function as specified herein until the day of acceptance of the contract, at which time the work of the DRB will cease except for completion of unfinished reports. No DRB dispute meetings shall take place later than 30 days prior to acceptance of contract. After acceptance of contract, disputes or potential claims which have followed the dispute resolution processes of the Standard Specifications and these special provisions, but have not been resolved, shall be stated or restated by the Contractor, in response to the Proposed Final Estimate within the time limits provided in Section 9-1.07B, "Final Payment and Claims," of the Standard Specifications. The State will review those claims in conformance with the provisions in Section 9-1.07B of the Standard Specifications. Following the adherence to and completion of the contractual administrative claims procedure, the Contractor may file for arbitration in conformance with the provisions in Section 9-1.10, "Arbitration," of the Standard Specifications and these special provisions.

Disputes, as used in this section, shall include differences of opinion, properly noticed as provided hereinafter, between the State and Contractor on matters related to the work and other subjects considered by the State or Contractor, or by both, to be of concern to the DRB on this project, except matters relating to Contractor, subcontractor or supplier potential claims not actionable against the Department as specified in these special provisions or quantification of disputes for overhead type expenses or costs. Disputes for overhead type expenses or costs shall conform to the requirements of Section 9-1.07B, "Final Payment and Claims," of the Standard Specifications. Whenever the term "dispute" or "disputes" is used herein, it shall be deemed to include potential claims as well as disputes.

The DRB shall serve as an advisory body to assist in the resolution of disputes between the State and the Contractor, hereinafter referred to as the "parties." The DRB shall consider disputes referred to it, and furnish written reports containing findings and recommendations pertaining to those disputes, to the parties to aid in resolution of the differences between them. DRB findings and recommendations are not binding on the parties.

SELECTION PROCESS, DISCLOSURE AND APPOINTMENTS

The DRB shall consist of one member selected by the State and approved by the Contractor, one member selected by the Contractor and approved by the State, and a third member selected by the first 2 members and approved by both the State and the Contractor. The third member shall act as the DRB Chairperson.

DRB members shall be especially knowledgeable in the type of construction and contract documents potentially anticipated by the contract. DRB members shall discharge their responsibilities impartially as an independent body, considering the facts and circumstances related to the matters under consideration, pertinent provisions of the contract and applicable laws and regulations.

The State and the Contractor shall nominate and approve DRB members in conformance with the terms and conditions of the Dispute Review Board Agreement and these special provisions, within 45 days of the approval of the contract. Each party shall provide written notification to the other of the name of their selected DRB nominee along with the prospective member's complete written disclosure statement.

Disclosure statements shall include a resume of the prospective member's experience and a declaration statement describing past, present, anticipated, and planned relationships, including indirect relationships through the prospective member's primary or full-time employer, to this project and with the parties involved in this construction contract, including but not limited to, relevant subcontractors or suppliers to the parties, parties' principals, or parties' counsel. DRB members shall also include a full disclosure of close professional or personal relationships with all key members of the contract. Objections to nominees must be based on a specific breech or violation of nominee responsibilities or on nominee qualifications under these provisions unless otherwise specified. The Contractor or the State may, on a one-time basis, object to the other's nominee without specifying a reason and this person will not be selected for the DRB. Another person shall then be nominated within 15 days.

The first duty of the State and Contractor selected members of the DRB shall be to select and recommend a prospective third DRB member to the parties for final selection and approval. The first 2 DRB members shall proceed with the selection of the third DRB member immediately upon receiving written notification from the State of their selection, and shall provide their recommendation simultaneously to the parties within 15 days of the notification.

The first 2 DRB members shall select a third DRB member subject to mutual approval of the parties or may mutually concur on a list of potentially acceptable third DRB members and submit the list to the parties for final selection and approval

of the third member. The goal in the selection of the third member is to complement the professional experience of the first 2 members and to provide leadership for the DRB's activities.

The third prospective DRB member shall supply a full disclosure statement to the first 2 DRB members and to the parties prior to appointment.

An impasse shall be considered to have been reached if the parties are unable to approve a third member within 15 days of receipt of the recommendation of the first 2 DRB members, or if the first 2 DRB members are unable to agree upon a recommendation within their 15 day time limit. In the event of an impasse in selection of third DRB member the State and the Contractor shall each propose 3 candidates for the third DRB member position. The parties shall select the candidates proposed under this paragraph from the current list of arbitrators certified by the Public Works Contract Arbitration Committee created by Article 7.2 (commencing with Section 10245) of the State Contract Act. The first 2 DRB members shall then select one of the 6 proposed candidates in a blind draw.

No DRB member shall have prior direct involvement in this contract. No member shall have a financial interest in this contract or the parties thereto, within a period of 6 months prior to award of this contract or during the contract, except as follows:

A. Compensation for services on this DRB.
B. Ownership interest in a party or parties, documented by the prospective DRB member, that has been reviewed and determined in writing by the State to be sufficiently insignificant to render the prospective member acceptable to the State.
C. Service as a member of other Dispute Review Boards on other contracts.
D. Retirement payments or pensions received from a party that are not tied to, dependent on or affected by the net worth of the party.
E. The above provisions apply to parties having a financial interest in this contract, including but not limited to contractors, subcontractors, suppliers, consultants, and legal and business services.

The Contractor or the State may reject any of the three DRB members who fail to fully comply at all times with all required employment and financial disclosure conditions of DRB membership as described in the Dispute Review Board Agreement and as specified herein. A copy of the Dispute Review Board Agreement is included in this section.

The Contractor, the State, and the 3 members of the DRB shall complete and adhere to the Dispute Review Board Agreement in administration of this DRB within 15 days of the parties' concurrence in the selection of the third member. No DRB meeting shall take place until the Dispute Review Board Agreement has been signed by all parties. The State authorizes the Engineer to execute and administer the terms of the Agreement. The person(s) designated by the Contractor as authorized to execute contract change orders shall be authorized to execute and administer the terms of this agreement, or to delegate the authority in writing. The operation of the DRB shall be in conformance with the terms of the Dispute Review Board Agreement.

COMPENSATION

The State and the Contractor shall bear the costs and expenses of the DRB equally. Each DRB member shall be compensated at an agreed rate of $1,200 per day if time spent per meeting, including on-site time plus one hour of travel time, is greater than 4 hours. Each DRB member shall be compensated at an agreed rate of $700 per day if time spent per meeting, including on-site time plus one hour of travel time, is less than or equal to 4 hours. The agreed rates shall be considered full compensation for on-site time, travel expenses, transportation, lodging, time for travel and incidentals for each day, or portion thereof, that the DRB member is at an authorized DRB meeting. No additional compensation will be made for time spent by DRB members in review and research activities outside the official DRB meetings unless that time, (such as time spent evaluating and preparing recommendations on specific issues presented to the DRB), has been specifically agreed to in advance by the State and Contractor. Time away from the project, which has been specifically agreed to in advance by the parties, will be compensated at an agreed rate of $125 per hour. The agreed amount of $125 per hour shall include all incidentals including expenses for telephone, fax, and computer services. Members serving on more than one DRB involving the Department, regardless of the number of meetings per day, shall not be paid more than the all inclusive rate per day or rate per hour for an individual project. The State will provide, at no cost to the Contractor, administrative services such as conference facilities and secretarial services to the DRB. These special provisions and the Dispute Review Board Agreement state the provisions for compensation and expenses of the DRB. DRB members shall be compensated at the same daily and hourly rate. The Contractor shall make direct payments to each DRB member for their participation in authorized meetings and approved hourly rate charges from invoices submitted by each DRB member. The State will reimburse the Contractor for the State's share of the costs. There will be no markups applied to expenses connected with the DRB, either by the DRB members or by the Contractor when requesting payment of the State's share of DRB expenses. Regardless of the DRB recommendation, neither party shall be entitled to reimbursement of DRB costs from the other party.

REPLACEMENT OF DRB MEMBERS

Service of a DRB member may be terminated at any time with not less than 15 days notice as follows:

A. The State may terminate service of the State appointed member.
B. The Contractor may terminate service of the Contractor appointed member.
C. Upon the written recommendation of the State and Contractor appointed members for the removal of the third member.
D. Upon resignation of a member.
E. The State or Contractor may terminate the service of any member who fails to fully comply with all required employment and financial disclosure conditions of DRB membership

When a member of the DRB is replaced, the replacement member shall be appointed in the same manner as the replaced member was appointed. The appointment of a replacement DRB member will begin promptly upon determination of the need for replacement and shall be completed within 15 days. Changes in either of the DRB members chosen by the two parties will not require re-selection of the third member, unless both parties agree to such re-selection in writing. The Dispute Review Board Agreement shall be amended to reflect the change of a DRB member.

OPERATION

The following procedure shall be used for dispute resolution:

A. If the Contractor objects to any decision, act or order of the Engineer, the Contractor shall give written notice of potential claim in conformance with the provisions in Section 9-1.04, "Notice of Potential Claim," of the Standard Specifications and these special provisions, including the provision of applicable cost documentation; or file written protests or notices in conformance with the provisions in the Standard Specifications and these special provisions.
B. The Engineer will respond, in writing, to the Contractor's written supplemental notice of potential claim within 20 days of receipt of the notice.
C. Within 15 days after receipt of the Engineer's written response, the Contractor shall, if the Contractor still objects, file a written reply with the Engineer, stating clearly and in detail the basis of the objection.
D. Following an objection to the Engineer's written response, the Contractor shall refer the dispute to the DRB if the Contractor wishes to further pursue the objection to the Engineer's decision. The Contractor shall make the referral in writing to the DRB, simultaneously copied to the State, within 21 days after receipt of the written response from the Engineer. The written dispute referral shall describe the disputed matter in individual discrete segments so that it will be clear to both parties and the DRB what discrete elements of the dispute have been resolved, and which remain unresolved, and shall include an estimate of the cost of the affected work and impacts, if any, on project completion.
E. By failing to submit the written notice of referral to the DRB, within 21 days after receipt of the Engineer's written response to the supplemental notice of potential claim, the Contractor waives future claims and arbitration on the matter in contention.
F. The Contractor and the State shall each be afforded an opportunity to be present and to be heard by the DRB, and to offer evidence. Either party furnishing written evidence or documentation to the DRB must furnish copies of such information to the other party a minimum of 15 days prior to the date the DRB is scheduled to convene the meeting for the dispute. Either party shall produce such additional evidence as the DRB may deem necessary to reach an understanding and a determination of the dispute. The party furnishing additional evidence shall furnish copies of such additional evidence to the other party at the same time the evidence is provided to the DRB. The DRB shall not consider evidence not furnished in conformance with the terms specified herein.
G. Upon receipt by the DRB of a written referral of a dispute, the DRB shall convene to review and consider the dispute. The dispute meeting shall be held no earlier than 30 days and no later than 60 days after receipt of the written referral unless otherwise agreed to by all parties. The DRB shall determine the time and location of the DRB dispute meeting, with due consideration for the needs and preferences of the parties while recognizing the paramount importance of a timely hearing of the dispute.
H. There shall be no participation of either party's attorneys at DRB dispute meetings.
I. There shall be no participation of persons who are not directly involved in the contract or who do not have direct knowledge of the dispute, including but not limited to consultants, except for expert testimony allowed at the discretion of the DRB and with approval prior to the dispute meeting by both parties.
J. The DRB shall furnish a report, containing findings and recommendations as described in the Dispute Review Board Agreement, in writing to both the State and the Contractor. The DRB may request clarifying information of either party within 10 days after the DRB dispute meeting. Requested information shall be submitted to the DRB within

10 days of the DRB request. The DRB shall complete its report, including minority opinion, if any, and submit it to the parties within 30 days of the DRB dispute meeting, except that time extensions may be granted at the request of the DRB with the written concurrence of both parties. The report shall include the facts and circumstances related to the matters under consideration, pertinent provisions of the contract, applicable laws and regulations, and actual costs and time incurred as shown on the Contractor's cost accounting records. The DRB shall make recommendations on the merit of the dispute and, if appropriate, recommend guidelines for determining compensation.

K. Within 30 days after receiving the DRB's report, both the State and the Contractor shall respond to the DRB in writing signifying that the dispute is either resolved or remains unresolved. Failure to provide the written response within the time specified, or a written rejection of the DRB's recommendation or response to a request for reconsideration presented in the report by either party, shall conclusively indicate that the party(s) failing to respond accepts the DRB recommendation. Immediately after responses have been received from both parties, the DRB shall provide copies of both responses to the parties simultaneously. Either party may request clarification of elements of the DRB's report from the DRB prior to responding to the report. The DRB shall consider any clarification request only if submitted within 10 days of receipt of the DRB's report, and if submitted simultaneously in writing to both the DRB and the other party. Each party may submit only one request for clarification for any individual DRB report. The DRB shall respond, in writing, to requests for clarification within 10 days of receipt of such requests.

L. The DRB's recommendations, stated in the DRB's reports, are not binding on either party. Either party may seek a reconsideration of a recommendation of the DRB. The DRB shall only grant a reconsideration based upon submission of new evidence and if the request is submitted within the 30-day time limit specified for response to the DRB's written report. Each party may submit only one request for reconsideration regarding an individual DRB recommendation.

M. If the State and the Contractor are able to resolve their dispute with the aid of the DRB's report, the State and Contractor shall promptly accept and implement the recommendations of the DRB. If the parties cannot agree on compensation within 60 days of the acceptance by both parties of the DRB's recommendation, either party may request the DRB to make a recommendation regarding compensation.

N. The State or the Contractor shall not call DRB members who served on the DRB for this contract as witnesses in arbitration proceedings which may arise from this contract, and all documents created by the DRB shall be inadmissible as evidence in subsequent arbitration proceedings, except the DRB's final written reports on each issue brought before it.

O. The State and Contractor shall jointly indemnify and hold harmless the DRB members from and against all claims, damages, losses, and expenses, including but not limited to attorney's fees, arising out of and resulting from the findings and recommendations of the DRB.

P. The DRB members shall have no claim against the State or the Contractor, or both, from claimed harm arising out of the parties' evaluations of the DRB's report.

DISPUTES INVOLVING SUBCONTRACTOR POTENTIAL CLAIMS

For purposes of this section, a "subcontractor potential claim" shall include any potential claim by a subcontractor (including also any pass through potential claims by a lower tier subcontractor or supplier) against the Contractor that is actionable by the Contractor against the Department which arises from the work, services, or materials provided or to be provided in connection with the contract. If the Contractor determines to pursue a dispute against the Department that includes a subcontractor potential claim, the dispute shall be processed and resolved in conformance with these special provisions and in conformance with the following:

A. The Contractor shall identify clearly in submissions pursuant to this section, that portion of the dispute that involves a subcontractor potential claim or potential claims.

B. The Contractor shall include, as part of its submission pursuant to Step D above, a certification (False Claims Act Certification) by the subcontractor's or supplier's officer, partner, or authorized representative with authority to bind the subcontractor and with direct knowledge of the facts underlying the subcontractor potential claim. The Contractor shall submit a certification that the subcontractor potential claim is acknowledged and forwarded by the Contractor. The form for these certifications is available from the Engineer.

C. At DRB dispute meetings involving one or more subcontractor potential claims, the Contractor shall require that each subcontractor involved in the dispute have present an authorized representative with actual knowledge of the facts underlying the subcontractor potential claim to assist in presenting the subcontractor potential claim and to answer questions raised by the DRB members or the Department's representatives.

D. Failure by the Contractor to declare a subcontractor potential claim on behalf of its subcontractor (including lower tier subcontractors' and suppliers' pass through potential claims) at the time of submission of the Contractor's

potential claims, as provided hereunder, shall constitute a release of the State by the Contractor of such subcontractor potential claim.

E. The Contractor shall include in all subcontracts under this contract that subcontractors and suppliers of any tier (a) agree to submit subcontractor potential claims to the Contractor in a proper form and in sufficient time to allow processing by the Contractor in conformance with the Dispute Review Board resolution specifications; (b) agree to be bound by the terms of the Dispute Review Board provisions to the extent applicable to subcontractor potential claims; (c) agree that, to the extent a subcontractor potential claim is involved, completion of all steps required under these Dispute Review Board special provisions shall be a condition precedent to pursuit by the subcontractor of other remedies permitted by law, including without limitation of a lawsuit against the Contractor; and (d) agree that the existence of a dispute resolution process for disputes involving subcontractor potential claims shall not be deemed to create any claim, right, or cause of action by any subcontractor or supplier against the Department.

Notwithstanding the foregoing, this Dispute Review Board special provision shall not apply to, and the DRB shall not have the authority to consider, subcontractor potential claims between the subcontractor(s) or supplier(s) and the Contractor that are not actionable by the Contractor against the Department.

DISPUTE REVIEW BOARD AGREEMENT

A copy of the "Dispute Review Board Agreement" to be executed by the Contractor, State and the 3 DRB members after approval of the contract follows:

Form 6202 Rev (09/01/02)

DISPUTE REVIEW BOARD AGREEMENT

_____
(Contract Identification)

Contract No. _____

THIS DISPUTE REVIEW BOARD AGREEMENT, hereinafter called "AGREEMENT", made and entered into this _____ day of _____, _____, between the State of California, acting through the California Department of Transportation and the Director of Transportation, hereinafter called the "STATE," _____ _____ hereinafter called the "CONTRACTOR," and the Dispute Review Board, hereinafter called the "DRB" consisting of the following members:

_____ ,
(Contractor Appointee)

_____ ,
(State Appointee)

and _____
(Third Person)

WITNESSETH, that

WHEREAS, the STATE and the CONTRACTOR, hereinafter called the "parties," are now engaged in the construction on the State Highway project referenced above; and

WHEREAS, the special provisions for the above referenced contract provides for the establishment and operation of the DRB to assist in resolving disputes; and

WHEREAS, the DRB is composed of three members, one selected by the STATE, one selected by the CONTRACTOR, and the third member selected by the other two members and approved by the parties;

NOW THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the STATE, the CONTRACTOR, and the DRB members hereto agree as follows:

SECTION I DESCRIPTION OF WORK

To assist in the resolution of disputes between the parties, the contract provides for the establishment and the operation of the DRB. The intent of the DRB is to fairly and impartially consider disputes placed before it and provide written recommendations for resolution of these disputes to both parties. The members of this DRB shall perform the services necessary to participate in the DRB's actions as designated in Section II, Scope of Work.

SECTION II SCOPE OF WORK

The scope of work of the DRB includes, but is not limited to, the following:

A. OBJECTIVE

The principal objective of the DRB is to assist in the timely resolution of disputes between the parties arising from performance of this contract. It is not intended for either party to default on their normal responsibility to amicably and fairly settle their differences by indiscriminately assigning them to the DRB. It is intended that the mere existence of the DRB will encourage the parties to resolve disputes without resorting to this review procedure. But when a dispute that is serious enough to warrant the DRB's review does develop, the process for prompt and efficient action will be in place.

B. PROCEDURES

The DRB shall render written reports on disputes between the parties arising from the construction contract. Prior to consideration of a dispute, the DRB shall establish rules and regulations that will govern the conduct of its business and reporting procedures in conformance with the requirements of the contract and the terms of this AGREEMENT. DRB recommendations, resulting from its consideration of a dispute, shall be furnished in writing to both parties. The recommendations shall be based on facts and circumstances involved in the dispute, pertinent contract provisions, applicable laws and regulations. The recommendations shall find one responsible party in a dispute; shared or "jury" determinations shall not be rendered. The DRB shall make recommendations on the merit of the dispute, and if appropriate, recommend guidelines for determining compensation. If the parties cannot agree on compensation within 60 days of the acceptance by both parties of the DRB's recommendation, either party may request the DRB to make a recommendation regarding compensation.

The DRB shall refrain from officially giving advice or consulting services to anyone involved in the contract. The individual members shall act in a completely independent manner and while serving as members of the DRB shall have no consulting business connections with either party or its principals or attorneys or other affiliates (subcontractors, suppliers, etc.) who have a beneficial interest in the contract.

During scheduled meetings of the DRB as well as during dispute meetings, DRB members shall refrain from expressing opinions on the merits of statements on matters under dispute or potential dispute. Opinions of DRB members expressed in private sessions shall be kept strictly confidential. Individual DRB members shall not meet with, or discuss contract issues with individual parties, except as directed by the DRB Chairperson. Such discussions or meetings shall be disclosed to both parties. Other discussions regarding the project between the DRB members and the parties shall be in the presence of all three members and both parties. Individual DRB members shall not undertake independent investigations of any kind pertaining to disputes or potential disputes, except with the knowledge of both parties and as expressly directed by the DRB Chairperson.

C. CONSTRUCTION SITE VISITS, PROGRESS MEETINGS AND FIELD INSPECTIONS

The DRB members shall visit the project site and meet with representatives of the parties to keep abreast of construction activities and to develop familiarity with the work in progress. Scheduled progress meetings shall be held at or near the project site. The DRB shall meet at least once at the start of the project, and at least once every 4 months thereafter. The frequency, exact time, and duration of additional site visits and progress meetings shall be as recommended by the DRB and approved by the parties consistent with the construction activities or matters under consideration and dispute. Each meeting shall consist of a round table discussion and a field inspection of the work being performed on the contract, if necessary. Each meeting shall be attended by representatives of both parties. The agenda shall generally be as follows:

1. Meeting opened by the DRB Chairperson.
2. Remarks by the STATE's representative.
3. A description by the CONTRACTOR's representative of work accomplished since the last meeting; the current schedule status of the work; and a forecast for the coming period.
4. An outline by the CONTRACTOR's representative of potential problems and a description of proposed solutions.
5. An outline by the STATE's representative of the status of the work as the STATE views it.
6. A brief description by the CONTRACTOR's or STATE's representative of potential claims or disputes which have surfaced since the last meeting.
7. A summary by the STATE's representative, the CONTRACTOR's representative, or the DRB of the status of past disputes and potential claims.

The STATE's representative will prepare minutes of all progress meetings and circulate them for revision and approval by all concerned within 10 days of the meeting.

The field inspection shall cover all active segments of the work, the DRB being accompanied by both parties' representatives. The field inspection may be waived upon mutual agreement of the parties.

D. DRB CONSIDERATION AND HANDLING OF DISPUTES

Upon receipt by the DRB of a written referral of a dispute, the DRB shall convene to review and consider the dispute. The dispute meeting shall be held no earlier than 30 days and no later than 60 days after receipt of the written referral, unless otherwise agreed to by all parties. The DRB shall determine the time and location of DRB dispute meetings, with due consideration for the needs and preferences of the parties while recognizing the paramount importance of speedy resolution of issues. No dispute meetings shall take place later than 30 days prior to acceptance of contract.

Normally, dispute meetings shall be conducted at or near the project site. However, any location that would be more convenient and still provide required facilities and access to necessary documentation shall be satisfactory.

Both parties shall be given the opportunity to present their evidence at these dispute meetings. It is expressly understood that the DRB members are to act impartially and independently in the consideration of the contract provisions, applicable laws and regulations, and the facts and conditions surrounding any dispute presented by either party, and that the recommendations concerning any such dispute are advisory and nonbinding on the parties.

The DRB may request that written documentation and arguments from both parties be sent to each DRB member, through the DRB Chairperson, for review before the dispute meeting begins. A party furnishing written documentation to the DRB shall furnish copies of such information to the other party at the same time that such information is supplied to the DRB.

DRB dispute meetings shall be informal. There shall be no testimony under oath or cross-examination. There shall be no reporting of the procedures by a shorthand reporter or by electronic means. Documents and verbal statements shall be received by the DRB in conformance with acceptance standards established by the DRB. These standards need not comply with prescribed legal laws of evidence.

The third DRB member shall act as Chairperson for dispute meetings and all other DRB activities. The parties shall have a representative at all dispute meetings. Failure to attend a duly noticed dispute meeting by either of the parties shall be conclusively considered by the DRB as indication that the non-attending party considers written submittals as their entire and complete argument. The claimant shall discuss the dispute, followed by the other party. Each party shall then be allowed one or more rebuttals until all aspects of the dispute are thoroughly covered. DRB members shall ask questions, seek clarification, and request further data from either of the parties as may be necessary to assist in making a fully informed recommendation. The DRB may request from either party documents or information that would assist the DRB in making its findings and recommendations including, but not limited to, documents used by the CONTRACTOR in preparing the bid for the project. A refusal by a party to provide information requested by the DRB may be considered by the DRB as an indication that the requested material would tend to disprove that party's position. In large or complex cases, additional dispute meetings may be necessary in order to consider all the evidence presented by both parties. All involved parties shall maintain the confidentiality of all documents and information, as provided in this AGREEMENT.

During dispute meetings, no DRB member shall express an opinion concerning the merit of any facet of the case. DRB deliberations shall be conducted in private, with interim individual views kept strictly confidential.

After dispute meetings are concluded, the DRB shall meet in private and reach a conclusion supported by 2 or more members. Private sessions of the DRB may be held at a location other than the job site or by electronic conferencing as deemed appropriate, in order to expedite the process.

The DRB's findings and recommendations, along with discussion of reasons therefor, shall then be submitted as a written report to both parties. Recommendations shall be based on the pertinent contract provisions, applicable laws and regulations, and facts and circumstances related to the dispute. The report shall be thorough in discussing the facts considered, the contract language, law or regulation viewed by the DRB as pertinent to the issues, and the DRB's interpretation and philosophy in arriving at its conclusions and recommendations. The DRB's report shall stand on its own, without attachments or appendices. The DRB Chairperson shall furnish a copy of the written recommendation report to the DRB Coordinator, Division of Construction, MS 44, P.O. Box 942874, Sacramento, CA 94274.

With prior written approval of both parties, the DRB may obtain technical services necessary to adequately review the disputes presented, including audit, geotechnical, schedule analysis and other services. The parties' technical staff may supply those services as appropriate. The cost of technical services, as agreed to by the parties, shall be borne equally by the 2 parties as specified in an approved contract change order. The CONTRACTOR will not be entitled to markups for the payments made for these services.

The DRB shall resist submittal of incremental portions of information by either party, in the interest of making a fully informed decision and recommendation.

The DRB shall make every effort to reach a unanimous decision. If this proves impossible, the dissenting member shall prepare a minority opinion, which shall be included in the DRB's report.

Although both parties should place weight upon the DRB's recommendations, they are not binding. Either party may appeal a recommendation to the DRB for reconsideration. However, reconsideration shall only be allowed when there is new evidence to present, and the DRB shall accept only one appeal from each party pertaining to an individual DRB recommendation. The DRB shall hear appeals in conformance with the terms described in the Section entitled "Dispute Review Board" in the special provisions.

E. DRB MEMBER REPLACEMENT

Should the need arise to appoint a replacement DRB member, the replacement DRB member shall be appointed in the same manner as the original DRB members were appointed. The selection of a replacement DRB member shall begin promptly upon notification of the necessity for a replacement and shall be completed within 15 days. This AGREEMENT shall be amended to indicate change in DRB membership.

SECTION III CONTRACTOR RESPONSIBILITIES

The CONTRACTOR shall furnish to each DRB member one copy of pertinent documents that are or may become necessary for the DRB to perform their function. Pertinent documents are written notices of potential claim, responses to those notices, drawings or sketches, calculations, procedures, schedules, estimates, or other documents which are used in the performance of the work or in justifying or substantiating the CONTRACTOR's position. The CONTRACTOR shall also furnish a copy of such pertinent documents to the STATE, in conformance with the terms outlined in the special provisions.

SECTION IV STATE RESPONSIBILITIES

The STATE will furnish the following services and items:

A. CONTRACT RELATED DOCUMENTS

The STATE will furnish to each DRB member one copy of Notice to Contractors and Special Provisions, Proposal and Contract, Plans, Standard Specifications, and Standard Plans, change orders, written instructions issued by the STATE to the CONTRACTOR, or other documents pertinent to any dispute that has been referred to the DRB and necessary for the DRB to perform its function.

B. COORDINATION AND SERVICES

The STATE, through the Engineer, will, in cooperation with the CONTRACTOR, coordinate the operations of the DRB. The Engineer will arrange or provide conference facilities at or near the project site and provide secretarial and copying services to the DRB without charge to the CONTRACTOR.

SECTION V TIME FOR BEGINNING AND COMPLETION

Once established, the DRB shall be in operation until the day of acceptance of the contract. The DRB members shall not begin work under the terms of this AGREEMENT until authorized in writing by the STATE.

SECTION VI PAYMENT

A. ALL INCLUSIVE RATE PAYMENT

The STATE and the CONTRACTOR shall bear the costs and expenses of the DRB equally. Each DRB member shall be compensated at an agreed rate of $1,200 per day if time spent per meeting, including on-site time plus one hour of travel time, is greater than 4 hours. Each DRB member shall be compensated at an agreed rate of $700 per day if time spent per meeting, including on-site time plus one hour of travel time, is less than or equal to 4 hours. The agreed rates shall be considered full compensation for on-site time, travel expenses, transportation, lodging, time for travel and incidentals for each day, or portion thereof, that the DRB member is at an authorized DRB meeting. No additional compensation will be made for time spent by DRB members in review and research activities outside the official DRB meetings unless that time has been specifically agreed to in advance by the STATE and CONTRACTOR. Time away from the project that has been specifically agreed to in advance by the parties will be compensated at an agreed rate of $125 per hour. The agreed amount of $125 per hour shall include all incidentals including expenses for telephone, fax, and computer services. Members serving on more than one DRB involving the State, regardless of the number of meetings per day, shall not be paid more than the all inclusive rate per day or rate per hour for an individual project. The STATE will provide, at no cost to the CONTRACTOR, administrative services such as conference facilities and secretarial services to the DRB.

B. PAYMENTS

DRB members shall be compensated at the same rate. The CONTRACTOR shall make direct payments to each DRB member for their participation in authorized meetings and approved hourly rate charges from invoices submitted by each DRB member. The STATE will reimburse the CONTRACTOR for its share of the costs of the DRB.

The DRB members may submit invoices to the CONTRACTOR for partial payment for work performed and services rendered for their participation in authorized meetings not more often than once per month during the progress of the work. The invoices shall be in a format approved by the parties and accompanied by a general description of activities performed during that billing period. Payment for hourly fees, at the agreed rate, shall not be paid to a DRB member until the amount and extent of those fees are approved by the STATE and CONTRACTOR.

Invoices shall be accompanied by original supporting documents, which the CONTRACTOR shall include with the extra work billing when submitting for reimbursement of the STATE's share of cost from the STATE. The CONTRACTOR will be reimbursed for one-half of approved costs of the DRB. No markups will be added to the CONTRACTOR's payment.

C. INSPECTION OF COSTS RECORDS

The DRB members and the CONTRACTOR shall keep available for inspection by representatives of the STATE and the United States, for a period of 3 years after final payment, the cost records and accounts pertaining to this AGREEMENT. If any litigation, claim, or audit arising out of, in connection with, or related to this contract is initiated before the expiration of the 3-year period, the cost records and accounts shall be retained until such litigation, claim, or audit involving the records is completed.

SECTION VII ASSIGNMENT OF TASKS OF WORK

The DRB members shall not assign the work of this AGREEMENT.

SECTION VIII TERMINATION OF DRB MEMBERS

DRB members may resign from the DRB by providing not less than 15 days written notice of the resignation to the STATE and CONTRACTOR. DRB members may be terminated by their original appointing power or by either party, for failing to fully comply at all times with all required employment and financial disclosure conditions of DRB membership in conformance with the terms of the contract.

SECTION IX LEGAL RELATIONS

The parties hereto mutually understand and agree that the DRB member in the performance of duties on the DRB, is acting in the capacity of an independent agent and not as an employee of either party.

No party to this AGREEMENT shall bear a greater responsibility for damages or personal injury than is normally provided by Federal or State of California Law.

Notwithstanding the provisions of this contract that require the CONTRACTOR to indemnify and hold harmless the STATE, the parties shall jointly indemnify and hold harmless the DRB members from and against all claims, damages, losses, and expenses, including but not limited to attorney's fees, arising out of and resulting from the findings and recommendations of the DRB.

SECTION X CONFIDENTIALITY

The parties hereto mutually understand and agree that all documents and records provided by the parties in reference to issues brought before the DRB, which documents and records are marked "Confidential - for use by the DRB only," shall be kept in confidence and used only for the purpose of resolution of subject disputes, and for assisting in development of DRB findings and recommendations; that such documents and records will not be utilized or revealed to others, except to officials of the parties who are authorized to act on the subject disputes, for any purposes, during the life of the DRB. Upon termination of this AGREEMENT, said confidential documents and records, and all copies thereof, shall be returned to the parties who furnished them to the DRB. However, the parties understand that such documents shall be subsequently discoverable and admissible in court or arbitration proceedings unless a protective order has been obtained by the party seeking further confidentiality.

SECTION XI DISPUTES

Disputes between the parties hereto, including disputes between the DRB members and either party or both parties, arising out of the work or other terms of this AGREEMENT, which cannot be resolved by negotiation and mutual concurrence between the parties, or through the administrative process provided in the contract, shall be resolved by arbitration as provided in Section 9-1.10, "Arbitration," of the Standard Specifications.

SECTION XII VENUE, APPLICABLE LAW, AND PERSONAL JURISDICTION

In the event that any party, including an individual member of the DRB, deems it necessary to institute arbitration proceedings to enforce any right or obligation under this AGREEMENT, the parties hereto agree that such action shall be initiated in the Office of Administrative Hearings of the State of California. The parties hereto agree that all questions shall be resolved by arbitration by application of California law and that the parties to such arbitration shall have the right of appeal from such decisions to the Superior Court in conformance with the laws of the State of California. Venue for the arbitration shall be Sacramento or any other location as agreed to by the parties.

SECTION XIII FEDERAL REVIEW AND REQUIREMENTS

On Federal-Aid contracts, the Federal Highway Administration shall have the right to review the work of the DRB in progress, except for private meetings or deliberations of the DRB.

Other Federal requirements in this agreement shall only apply to Federal-Aid contracts.

SECTION XIV CERTIFICATION OF THE CONTRACTOR, THE DRB MEMBERS, AND THE STATE

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT as of the day and year first above written.

DRB MEMBER

By: _____

Title: _____

DRB MEMBER

By: _____

Title : _____

DRB MEMBER

By : _____

Title : _____

CONTRACTOR

By: _____

Title: _____

CALIFORNIA STATE DEPARTMENT
OF TRANSPORTATION

By: _____

Title: _____

5-1.13 FORCE ACCOUNT PAYMENT

Payment for extra work at force account will be determined by either non-subcontracted or subcontracted force account payment unless otherwise specified.

Non-Subcontracted Force Account Payment:

When extra work to be paid for on a force account basis is performed by the Contractor, compensation will be determined in accordance with Section 9-1.03, "Force Account Payment," of the Standard Specifications and these special provisions.

The second, third and fourth paragraphs of Section 9-1.03A, "Work Performed by Contractor," in the Standard Specifications, shall not apply.

Attention is directed to "Time-Related Overhead" of these special provisions.

To the total of the direct costs for work performed on a force account basis, computed as provided in Sections 9-1.03A(1), "Labor," 9-1.03A(2), "Materials," and 9-1.03A(3), "Equipment Rental," of the Standard Specifications, there will be added the following markups:

Cost	Percent Markup
Labor	28
Materials	10
Equipment Rental	10

The above markups shall be applied to work performed on a force account basis, regardless of whether the work revises the current contract completion date.

The above markups, together with payments made for time-related overhead pursuant to "Time-Related Overhead" of these special provisions, shall constitute full compensation for all overhead costs for work performed on a force account basis. These overhead costs shall be deemed to include all items of expense not specifically designated as cost or equipment rental in conformance with the provisions in Sections 9-1.03A(1), "Labor," 9-1.03A(2), "Materials," and 9-1.03A(3), "Equipment Rental," of the Standard Specifications. The total payment made as provided above and in the first paragraph of

Section 9-1.03A, "Work Performed by Contractor," of the Standard Specifications shall be deemed to be the actual cost of the work performed on a force account basis, and shall constitute full compensation therefor.

Full compensation for overhead costs for work performed on a force account basis, and for which no adjustment is made to the quantity for time-related overhead conforming to the provisions in "Time-Related Overhead" of these special provisions, shall be considered as included in the markups specified above, and no additional compensation will be allowed therefor.

Subcontracted Force Account Payment:

When extra work to be paid for on a force account basis is performed by a subcontractor approved in conformance with the provisions in Section 8-1.01, "Subcontracting," of the Standard Specifications, compensation will be determined in accordance with the provisions in Section 9-1.03, "Force Account Payment," of the Standard Specifications.

5-1.14 COMPENSATION ADJUSTMENTS FOR PRICE INDEX FLUCTUATIONS

The provisions of this section shall apply only to the following contract items:

ITEM CODE	ITEM
390104	ASPHALT CONCRETE

The compensation payable for paving asphalt used in asphalt concrete will be increased or decreased in conformance with the provisions of this section for paving asphalt price fluctuations exceeding 10 percent (Iu/Ib is greater than 1.10 or less than 0.90) which occur during performance of the work.

The adjustment in compensation will be determined in conformance with the following formulae when the item of asphalt concrete is included in a monthly estimate:

A. Total monthly adjustment = AQ

B. For an increase in paving asphalt price index exceeding 10 percent:

$$A = 0.90\ (1.1023)\ (Iu/Ib - 1.10)\ Ib$$

C. For a decrease in paving asphalt price index exceeding 10 percent:

$$A = 0.90\ (1.1023)\ (Iu/Ib - 0.90)\ Ib$$

D. Where:

A = Adjustment in dollars per tonne of paving asphalt used to produce asphalt concrete rounded to the nearest $0.01.

Iu = The California Statewide Paving Asphalt Price Index which is in effect on the first business day of the month within the pay period in which the quantity subject to adjustment was included in the estimate.

Ib = The California Statewide Paving Asphalt Price Index for the month in which the bid opening for the project occurred.

Q = Quantity in tonnes of paving asphalt that was used in producing the quantity of asphalt concrete shown under "This Estimate" on the monthly estimate using the amount of asphalt determined by the Engineer.

The adjustment in compensation will also be subject to the following:

A. The compensation adjustments provided herein will be shown separately on payment estimates. The Contractor shall be liable to the State for decreased compensation adjustments and the Department may deduct the amount thereof from moneys due or that may become due the Contractor.

B. Compensation adjustments made under this section will be taken into account in making adjustments in conformance with the provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications.

C. In the event of an overrun of contract time, adjustment in compensation for paving asphalt included in estimates during the overrun period will be determined using the California Statewide Paving Asphalt Price Index in effect on the first business day of the month within the pay period in which the overrun began.

The California Statewide Paving Asphalt Price Index is determined each month on the first business day of the month by the Department using the median of posted prices in effect as posted by Chevron, Mobil, and Unocal for the Buena Vista, Huntington Beach, Kern River, Long Beach, Midway Sunset, and Wilmington fields.

In the event that the companies discontinue posting their prices for a field, the Department will determine an index from the remaining posted prices. The Department reserves the right to include in the index determination the posted prices of additional fields.

The California Statewide Paving Asphalt Price Index is available on the Division of Engineering Services website at:

http://www.dot.ca.gov/hq/esc/oe/asphalt_index/astable.html

5-1.15 AREAS FOR CONTRACTOR'S USE

Attention is directed to the provisions in Section 7-1.19, "Rights in Land and Improvements," of the Standard Specifications and these special provisions.

The highway right of way shall be used only for purposes that are necessary to perform the required work. The Contractor shall not occupy the right of way, or allow others to occupy the right of way, for purposes which are not necessary to perform the required work.

No State-owned parcels adjacent to the right of way are available for the exclusive use of the Contractor within the contract limits. The Contractor shall secure, at the Contractor's own expense, areas required for plant sites, storage of equipment or materials, or for other purposes.

No area is available within the contract limits for the exclusive use of the Contractor. However, temporary storage of equipment and materials on State property may be arranged with the Engineer, subject to the prior demands of State maintenance forces and to other contract requirements. Use of the Contractor's work areas and other State-owned property shall be at the Contractor's own risk, and the State shall not be held liable for damage to or loss of materials or equipment located within such areas.

5-1.16 PAYMENTS

Attention is directed to Sections 9-1.06, "Partial Payments," and 9-1.07, "Payment After Acceptance," of the Standard Specifications and these special provisions.

For the purpose of making partial payments pursuant to Section 9-1.06, "Partial Payments," of the Standard Specifications, the amount set forth for the contract items of work hereinafter listed shall be deemed to be the maximum value of the contract item of work which will be recognized for progress payment purposes:

A. Clearing and Grubbing	$35,000
B. Progress Schedule (Critical Path Method)	$ 5,000
C. Lead Compliance Plan	$10,000

After acceptance of the contract pursuant to the provisions in Section 7-1.17, "Acceptance of Contract," of the Standard Specifications, the amount, if any, payable for a contract item of work in excess of the maximum value for progress payment purposes hereinabove listed for the item, will be included for payment in the first estimate made after acceptance of the contract.

In determining the partial payments to be made to the Contractor, only the following listed materials will be considered for inclusion in the payment as materials furnished but not incorporated in the work:

A. Piling
B. Bar Reinforcing Steel
C. Miscellaneous Iron and Steel
D. Reinforced Concrete Pipes
E. Fence
F. Metal Beam Guard Railing and Apprentices
G. Pavement Markers
H. Lighting Standards
I. Luminaries

5-1.17 PROJECT INFORMATION

The information in this section has been compiled specifically for this project and is made available for bidders and Contractors. Other information referenced in the Standard Specifications and these special provisions do not appear in this section. The information is subject to the conditions and limitations set forth in Section 2-1.03, "Examination of Plans, Specifications, Contract, and Site of Work," and Section 6-2, "Local Materials," of the Standard Specifications. Bidders and Contractors shall be responsible for knowing the procedures for obtaining information.

Information attached to the project plans is as follows:

A. Log of Test Borings.

Information included in the Information Handout provided to bidders and Contractors is as follows:

A. Foundation Recommendations
B. Revised Foundation Recommendations
C. Foundation Reviews
D. Structures Final Hydraulic Report
E. California Fish & Game permits
F. US Army Corps of Engineers
G. California Reclamation Board
H. California Water Quality Control Board
I. U.S. Department of the Interior, Fish and Wildlife Service: Biological Opinion.

Information available for inspection at the District Office is as follows:

A. Cross sections.

Cross sections are available in paper copy.

The District Construction Office in which the work is situated is located at 855 M Street, Suite 200, Fresno, CA 93721.

Plans of the existing bridges may be requested by fax from the Office of Structure Maintenance and Investigations, 1801 30th Street, Sacramento, CA, Fax (916) 227-8357.

Plans of the existing bridges available to bidders and Contractors are reproductions of the original contract plans, with significant changes noted, and working drawings, and do not necessarily show normal construction tolerances and variances. Where dimensions of new construction required by this contract are dependent on the dimensions of the existing bridges, the Contractor shall verify the controlling field dimensions and shall be responsible for adjusting dimensions of the work to fit existing conditions.

5-1.18 SOUND CONTROL REQUIREMENTS

Sound control shall conform to the provisions in Section 7-1.01I, "Sound Control Requirements," of the Standard Specifications and these special provisions.

The noise level from the Contractor's operations, between the hours of 9:00 p.m. and 6:00 a.m., shall not exceed 86 dBa at a distance of 15 m. This requirement shall not relieve the Contractor from responsibility for complying with local ordinances regulating noise level.

The noise level requirement shall apply to the equipment on the job or related to the job, including but not limited to trucks, transit mixers or transient equipment that may or may not be owned by the Contractor. The use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel.

Full compensation for conforming to the requirements of this section shall be considered as included in the prices paid for the contract items of work involved and no additional compensation will be allowed therefor.

5-1.19 RELATIONS WITH CALIFORNIA DEPARTMENT OF FISH AND GAME

A portion of this project is located within the jurisdiction of the California Department of Fish and Game. An agreement regarding a stream or lake has been entered into by the Department of Transportation and the Department of Fish and Game. The Contractor shall be fully informed of the requirements of this agreement as well as rules, regulations, and conditions that may govern the Contractor's operations in these areas and shall conduct the work accordingly.

Copies of the agreement may be obtained at the Department of Transportation, Plans and Bid Documents Section, MS 26, 1120 N Street, Room 200, Sacramento, CA 95814, Telephone (916) 654-4490, and are available for inspection at the office of the District Director of Transportation at 855 M Street, Suite 200, Fresno, CA 93721.

It is unlawful for any person to divert, obstruct or change the natural flow of the bed, channel or bank of a stream, river or lake without first notifying the Department of Fish and Game, unless the project or activity is noticed and constructed in conformance with conditions imposed under Fish and Game Code Section 1602.

Attention is directed to Sections 7-1.01, "Laws to be Observed," 7-1.01G, "Water Pollution," and 7-1.12, "Indemnification and Insurance," of the Standard Specifications.

Modifications to the agreement between the Department of Transportation and the Department of Fish and Game which are proposed by the Contractor shall be submitted in writing to the Engineer for transmittal to the Department of Fish and Game for their consideration.

When the Contractor is notified by the Engineer that a modification to the agreement is under consideration, no work shall be performed which is inconsistent with the original agreement or proposed modification until the Departments take action on the proposed modifications. Compensation for delay will be determined in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The provisions of this section shall be made a part of every subcontract executed pursuant to this contract.

Modifications to any agreement between the Department of Transportation and the Department of Fish and Game will be fully binding on the Contractor. The provisions of this section shall be made a part of every subcontract executed pursuant to this contract.

5-1.20 RELATIONS WITH CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD

This project lies within the boundaries of the Central Valley Regional Water Quality Control Board (RWQCB).

The State Water Resources Control Board (SWRCB) has issued to the Department a permit that governs storm water and non-storm water discharges from the Department's properties, facilities, and activities. The Department's permit is entitled "Order No. 99 - 06 - DWQ, NPDES No. CAS000003, National Pollutant Discharge Elimination System (NPDES) Permit, Statewide Storm Water Permit and Waste Discharge Requirements (WDRs) for the State of California, Department of Transportation (Caltrans)." Copies of the Department's permit are available for review from the SWRCB, Storm Water Permit Unit, 1001 "I" Street, P.O. Box 1977, Sacramento, California 95812-1977, Telephone: (916) 341-5254, and may also be obtained at:

http://www.swrcb.ca.gov/stormwtr/caltrans.html

The Department's permit references and incorporates by reference the current statewide general permit issued by the SWRCB entitled "Order No. 99-08-DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002, Waste Discharge Requirements (WDRs) for Discharges of Storm Water Runoff Associated with Construction Activity" that regulates discharges of storm water and non-storm water from construction activities disturbing 0.4-hectare or more of soil in a common plan of development. Sampling and analysis requirements as specified in SWRCB Resolution No. 2001-46 are added to the statewide general permit. Copies of the statewide permit and modifications thereto are available for review from the SWRCB, Storm Water Permit Unit, 1001 "I" Street, P.O. Box 1977, Sacramento, California 95812-1977, Telephone: (916) 341-5254 and may also be obtained at:

http://www.swrcb.ca.gov/stormwtr/construction.html

The NPDES permits that regulate this project, as referenced above, are collectively referred to in this section as the "permits."

This project shall conform to the permits and modifications thereto. The Contractor shall maintain copies of the permits at the project site and shall make them available during construction.

The Contractor shall know and comply with provisions of Federal, State, and local regulations and requirements that govern the Contractor's operations and storm water and non-storm water discharges from the project site and areas of disturbance outside the project limits during construction. Attention is directed to Sections 7-1.01, "Laws to be Observed," 7-1.11, "Preservation of Property," and 7-1.12, "Indemnification and Insurance," of the Standard Specifications.

The Contractor shall be responsible for penalties assessed on the Contractor or the Department as a result of the Contractor's failure to comply with the provisions in "Water Pollution Control" of these special provisions or with the applicable provisions of the Federal, State, and local regulations and requirements.

Penalties as used in this section shall include fines, penalties, and damages, whether proposed, assessed, or levied against the Department or the Contractor, including those levied under the Federal Clean Water Act and the State Porter-Cologne Water Quality Control Act, by governmental agencies or as a result of citizen suits. Penalties shall also include payments made or costs incurred in settlement for alleged violations of applicable laws, regulations, or requirements. Costs incurred could include sums spent instead of penalties, in mitigation or to remediate or correct violations.

WITHHOLDS

The Department will withhold money due the Contractor, in an amount estimated by the Department, to include the full amount of penalties and mitigation costs proposed, assessed, or levied as a result of the Contractor's violation of the permits, or Federal or State law, regulations, or requirements. Funds will be withheld by the Department until final disposition of these costs has been made. The Contractor shall remain liable for the full amount until the potential liability is finally resolved with the entity seeking the penalties. Instead of the withhold, the Contractor may provide a suitable bond in favor of the Department to cover the highest estimated liability for any disputed penalties proposed as a result of the Contractor's violation of the permits, law, regulations, or requirements.

If a regulatory agency identifies a failure to comply with the permits and modifications thereto, or other Federal, State, or local requirements, the Department will withhold money due the Contractor, subject to the following:

A. The Department will give the Contractor 30 days notice of the Department's intention to withhold funds from payments which may become due to the Contractor before acceptance of the contract. Funds withheld after acceptance of the contract will be made without prior notice to the Contractor.
B. No withholds of additional amounts out of payments will be made if the amount to be withheld does not exceed the amount being withheld from partial payments in accordance with Section 9-1.06, "Partial Payments," of the Standard Specifications.
C. If the Department has withheld funds and it is subsequently determined that the State is not subject to the entire amount of the costs and liabilities assessed or proposed in connection with the matter for which the withhold was made, the Department will return the excess amount withheld to the Contractor in the progress payment following the determination. If the matter is resolved for less than the amount withheld, the Department will pay interest at a rate of 6 percent per year on the excess withhold.

The Contractor shall notify the Engineer immediately upon request from the regulatory agencies to enter, inspect, sample, monitor, or otherwise access the project site or the Contractor's records pertaining to water pollution control work. The Contractor and the Department shall provide copies of correspondence, notices of violation, enforcement actions, or proposed fines by regulatory agencies to the requesting regulatory agency.

5-1.21 RELATIONS WITH STATE RECLAMATION BOARD

Attention is directed to Section 7-1.11, "Preservation of Property," and Section 7-1.12, "Indemnification and Insurance," of the Standard Specifications.

The location of the Kings Slough Overflow Bridge No. 42-0039, Kings Slough Overflow Bridge No. 42-0040 and Kings Slough Bridge No. 42-0041 are within an area controlled by the State Reclamation Board. Application No. 18219 GM has been approved by the State Reclamation Board covering work to be performed under this contract. The Contractor shall be fully informed of rules, regulations and conditions that may govern his operations in the area and shall conduct the work accordingly.

Attention is directed to the conditions in the application that have been approved by the Reclamation Board for this project.

No stockpiles of material, temporary buildings or equipment shall remain in the floodway during the flood season from November 1 to July 15.

Copies of the agreement may be obtained at the Department of Transportation, Plans and Bid Documents Section, MS 26, 1120 N Street, Room 200, Sacramento, CA 95814, Telephone (916) 654-4490, and are available as an informational handout.

Changes in the above listed conditions proposed by the Contractor shall be submitted to the Engineer for transmittal to the State Reclamation Board for approval. Changes shall not be implemented until approved in writing by the State Reclamation Board.

Attention is directed to Section 8-1.06, "Time of Completion," of the Standard Specifications. Days when the Contractor's operations are restricted by the requirements of this section, shall not be considered to be nonworking days whether or not the controlling operation is delayed.

The provisions of this section shall be made a part of every subcontract executed pursuant to the contract.

5-1.22 UNITED STATES ARMY CORPS OF ENGINEERS REQUIREMENTS

The Department and the Army Corps of Engineers (USACE) have entered into an agreement or received permits for project areas located within the jurisdiction of USACE. The Contractor shall be fully informed of the requirements of this agreement and all rules, regulations, and conditions that may govern the Contractor's operations in these areas and shall conduct the work accordingly.

Attention is directed to "Project Information" of these special provisions regarding environmental permits, agreements or additional information.

The Contractor's attention is directed to the terms or conditions that are among those established by the US Army Corp of Engineer Permit for this project.

Modifications to the agreement or permits between the Department and USACE that are proposed by the Contractor shall be submitted in writing to the Engineer for consideration for transmittal to the USACE for their consideration.

No work shall be performed which is inconsistent with the original agreement, permit or proposed modification prior to receiving written approval from the Engineer. Modifications to the original agreement, permit or proposed modification between the Department and USACE shall be fully binding on the Contractor. Compensation for delay will be determined in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The provisions of this section and approved modifications shall be made a part of every subcontract executed pursuant to this contract.

5-1.23 UNITED STATES FISH AND WILDLIFE SERVICE REQUIREMENTS

A portion of this project is located within the jurisdiction of the U. S. Fish and Wildlife Service (USFWS). The Department has entered into a programmatic agreement or has accepted a Biological Opinion for this project. The Contractor shall be fully informed of the requirements and all rules, regulations, and conditions that may govern the Contractor's operations in these areas and shall conduct the work accordingly.

Attention is directed to "Project Information" of these special provisions regarding environmental permits, agreements or additional information.

The Contractor's attention is directed to the terms or conditions that are among those established by the Biological Opinion (1-1-03-F0096) for this project.

Attention is directed to "Order of Work" of these special provisions regarding related environmental requirements or additional information.

Modifications to the agreement between the Department and USFWS that are proposed by the Contractor shall be submitted in writing to the Engineer for consideration for transmittal to the FWS for their consideration.

No work shall be performed which is inconsistent with the original agreement or proposed modification prior to receiving written approval from the Engineer. Modifications to the agreement between the Department and USFWS shall be fully binding on the Contractor. Compensation for delay will be determined in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The provisions of this section and approved modifications shall be made a part of every subcontract executed pursuant to this contract.

5-1.24 ENVIRONMENTALLY SENSITIVE AREA

An environmentally sensitive area (ESA) shall consist of an area within and near the limits of construction where access is prohibited or limited for the preservation of archeological site or existing vegetation, or protection of biological habitat as shown on the plans. The Engineer will determine the exact location of the boundaries of the ESA. No work shall be conducted within the ESA.

Attention is directed to Section 7—1.01 "Laws to be Observed," and Section 7—1.04 "Permits and Licenses," of the Standard Specifications regarding State and Federal regulations, permits, or agreements which pertain to an ESA.

Prior to beginning work, the boundaries of the ESA shall be clearly delineated by the placement of temporary fence (Type ESA).

Vehicle access, storage or transport of materials or equipment, or other project related activities are prohibited within the boundaries of ESA.

The Contractor shall mitigate damage or impacts to the ESA caused by the Contractor's operations, at the Contractor's expense. If the Engineer determines mitigation work will be performed by others, or if mitigation fees are assessed the Department, deductions from moneys due or to become due the Contractor will be made for the mitigation costs.

5-1.25 PRESERVATION OF PROPERTY

Attention is directed to Section 7-1.11, "Preservation of Property," of the Standard Specifications and these special provisions.

Existing trees, shrubs and other plants, that are not to be removed as shown on the plans or specified in these special provisions, and are injured or damaged by reason of the Contractor's operations, shall be replaced by the Contractor. The minimum size of tree replacement shall be 600 mm box and the minimum size of shrub replacement shall be No. 15 container. Replacement ground cover plants shall be from flats and shall be planted 300 mm on center. Replacement of Carpobrotus ground cover plants shall be from cuttings and shall be planted 300 mm on center. Replacement planting shall conform to the requirements in Section 20-4.07, "Replacement," of the Standard Specifications. The Contractor shall water replacement plants in conformance with the provisions in Section 20-4.06, "Watering," of the Standard Specifications.

Damaged or injured plants shall be removed and disposed of outside the highway right of way in conformance with the provisions in Section 7-l.13 of the Standard Specifications. At the option of the Contractor, removed trees and shrubs may be reduced to chips. The chipped material shall be spread within the highway right of way at locations designated by the Engineer.

Replacement planting of injured or damaged trees, shrubs and other plants shall be completed not less than 20 working days prior to acceptance of the contract. Replacement plants shall be watered as necessary to maintain the plants in a healthy condition.

5-1.26 GIANT GARTER SNAKES

It is anticipated that the giant garter snake may inhabit the areas in or around the Kings Slough and overflow channels. The Engineer will request a pre-construction survey by the District Biologist a minimum of 15 days prior to beginning work

Construction activity within giant garter snake habitat shall be conducted between May 1 to October 1. This is the active period for giant garter snakes and they are expected to move and avoid danger, lessening the threat of direct mortality.

Clearing shall be confined to the minimal area necessary to facilitate construction activities.

Construction personnel will receive United States Fish and Wildlife Service-approved worker environmental awareness training by the District Biologist. The Contractor shall submit a written request to the Engineer 10 days prior to the performance of any work requesting giant garter snake training. This training instructs workers to recognize giant garter snakes and their habitat.

Twenty-four hours before construction activities begin, the project area will be surveyed for giant garter snakes by the District Biologist. Survey of the project area should be repeated if a lapse in construction activity of 2 weeks or greater has occurred. The Contractor shall notify the Engineer at least 3 days prior to resuming work at the project area. If a snake is encountered during construction, activities shall cease until appropriate corrective measures have been completed or it is determined that the snake would not be harmed.

Any dewatered habitat should remain dry for at least 15 consecutive days after April 15 and before excavating or filling of the dewatered habitat.

To prevent harassment, injury or mortality of giant garter snakes, no canine or feline pets shall be permitted on the project site.

Use of rodenticides and herbicides at the project site shall be utilized in a manner to prevent primary or secondary poisoning of giant garter snakes and the depletion of prey populations on which they depend. All uses of such compounds shall observe label and other restrictions mandated by the United States Environmental Protection Agency, California Department of Food and Agriculture, and other appropriate State and Federal regulations, as well as additional project-related restrictions deemed necessary by the United States Fish and Wildlife Service or the California Department of Fish and Game.

Runoff from dust control, and oil or other chemicals used in other construction activities shall be retained in the construction site and prevented from flowing into areas containing giant garter snake habitat. The runoff shall be retained in the construction areas by creating small earthen berms, installing silt fences or hay bale dikes, or implementing other measures on the construction site to prevent runoff from entering the habitat of the giant garter snake.

Plastic mono-filament netting (erosion control matting) or similar material shall not be used at the project site because giant garter snakes may become entangled or trapped in it and die due to predation or exposure. Acceptable substitutes include coconut coir matting or tackified hydro seeding compound.

To prevent inadvertent entrapment of giant garter snakes during construction, all excavated, steep-walled holes or trenches more than 0.61 meter (2 feet) deep shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. If at any time a trapped giant garter snake is discovered, the on-site District Biologist should immediately be notified and escape ramps or other appropriate structures shall be placed to allow the animal to escape, or the United States Fish and Wildlife Service and/or California Department of Fish and Game shall be contacted by telephone for guidance. The on-site District Biologist shall notify the United States Fish and Wildlife Service of the incident by telephone and electronic mail within one working day.

The on-site District Biologist shall notify the United States Fish and Wildlife Service and the California Department of Fish and Game within one working day of the death or injury of a giant garter snake that occurs due to project related activities or is observed on the project site.

After construction activities are completed, remove all temporary fill and construction debris and, wherever feasible, restore disturbed areas to pre-project conditions. Restoration work may include such activities as replanting species removed from the banks or replanting emergent vegetation in the active channel. The on-site biologist shall ensure that areas subject to temporary disturbance have been adequately restored.

The above must be implemented to meet the requirements for the giant garter snake, per agreements with the United States Fish and Wildlife Service.

If suspension of work is required due to giant garter snakes, work will be suspended as provided in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications and "Time Related Overhead" of these special provisions.

Nothing in this section shall relieve the Contractor from providing public safety in conformance with the provisions in Section 7-1.09, "Public Safety," of the Standard Specifications.

Full compensation for conforming to the requirements in these special provisions shall be considered as included in the prices paid for the various items of work and no additional compensation will be allowed therefore.

5-1.27 SWALLOW REQUIREMENTS

Attention is directed to the Federal Migratory Bird Treaty Act (15 USC 703-711) 50 CFR Part 21 and 50 CFR Part 10, and the California Department of Fish and Game Code Sections 3503, 3513, and 3800, that protect migratory birds, their occupied nests, and their eggs including swallows from disturbance or destruction.

Between February 1 and September 1, the Contractor shall notify the Engineer 15 days prior to the application of nest removal or application of exclusionary devices for work that will disturb the structures. The Engineer will approve the beginning of work disturbing structures, the ground or vegetation between February 15 and September 1.

If, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in approving the work on structures, the Contractor will be compensated for resulting losses, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

To avoid delays by nesting swallows, existing old nests shall be removed prior to February 15. Nest removal or exclusionary devices will be used to prevent nesting. Removal of partial nests (completed 1/3 nest or less) is permitted between February 15 and September 1. Partial nests must be removed every 48 hours. If nests become occupied with eggs, any work that would interfere with or discourage swallows from returning to their nests will not be permitted. Exclusionary devices will be approved by the Engineer and installed prior to February 15. If netting is used, the mesh size shall be ½ inch to ¾" inch in diameter. The attachment of the netting must be secure and is not allowed to become loose. All exclusionary devices will be inspected daily to prohibit swallows from nesting without causing them harm.

If evidence of swallow nesting is discovered, the Contractor shall not disturb the nesting birds or nests until the birds have naturally left the nests. If evidence of swallow nesting is discovered after beginning work, the Contractor shall immediately stop work and notify the Engineer.

Attention is directed to Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications and "Time Related Overhead" of these special provisions.

Nothing in this section shall relieve the Contractor from providing for public safety in conformance with the provisions in Section 7-1.09, "Public Safety," of the Standard Specifications.

Full compensation for conforming to the requirements in these special provisions shall be considered as included in the prices paid for the various items of work and no additional compensation will be allowed therefore.

5-1.28 SAN JOAQUIN KIT FOX PROTECTION

It is anticipated that kit fox, which is a listed species under the California and Federal Endangered Species Acts, may live within the project limits. Measures are included within the project to avoid "take" as defined by those laws. These measures may affect all work operations accordingly.

The Contractor shall be fully informed of rules, regulation, conditions, and guidance as described in these special provisions and applicable sections of the California Endangered Species Act and the Federal Endangered Species Act (16 U.S.C. 1531-1543). All employees, subcontractors, and contractor's representatives on the project site shall receive a one-hour kit fox specific training provided by the State prior to performing on-site work. The Contractor shall submit a written request to the Engineer 10 days prior to the performance of any work requesting the kit fox training.

In addition to the above, the Contractor shall adhere to and perform the following:

A. Entrance into areas within the right of way not required for construction activities shall be restricted to the highway and associated paved or graded shoulders. Staging, parking, storage and other project related use areas shall be clearly marked on the ground.
B. Project-related vehicles shall observe a 32 kilometer per hour (20 mile per hour) speed limit in all project areas, except on roads or highways open for public use; this is particularly important at night when kit foxes are most active. To the extant possible, night-time construction should be minimized. Off-road traffic outside of designated project areas should be prohibited.
C. At the end of each working day, the Contractor shall take measures to prevent the entrapment of kit foxes in all excavated, steep-walled holes or trenches more than 0.6 meter (2 feet) deep. Such measures shall include covering excavations with plywood or providing dirt or plank escape ramps from the trenches. Before such holes or trenches are filled, they should be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the procedure under E must be followed.
D. The Contractor shall inspect all pipes and culverts with a diameter greater than or equal to 100 millimeters (4 inches) before burying, capping, or other use. If a kit fox is discovered during this inspection, the pipe or culvert shall not be disturbed until the district biologist has consulted with the United States Fish and Wildlife Service. If necessary, and under the direct supervision of the district biologist, the pipe may be moved once to remove it from the path of construction activity, until the fox has escaped.
E. The Contractor shall immediately notify the Engineer if a dead, injured, or entrapped kit fox is found. Work in the immediate area may be temporarily halted while the State's Biologist at the direction of the Engineer consults with the California Department of Fish and Game and the United States Fish and Wildlife Service. Any entrapped kit fox

shall be permitted to escape. The disposition of any carcasses or recovering animals shall be coordinated through the Engineer.

F. If a kit fox den is discovered, all construction activity within a 46 meter (151 feet) radius of the den will be halted while the State consults with the United States Fish and Wildlife Service and California Department of Fish and Game. An Environmental Sensitive Area will be established around the den and entry into the area will be restricted.
G. The Contractor shall provide closed garbage containers where food-related trash is generated, and garbage shall be disposed of at least once a week from the construction site.
H. Pets are prohibited on work site.
I. No firearms shall be allowed on the project site.
J. Use of rodenticides and herbicides in project areas should be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds should observe label and other restrictions mandated by the United States Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the United States Fish and Wildlife Service. If rodent control must be conducted, zinc phosphide should be used because of proven lower risk to kit fox.
K. Clearing of the work site area will be done to the minimal size necessary to facilitate construction activities.
L. Upon completion of the project, all areas subject to temporary ground disturbances, including storage and staging areas, temporary roads, pipeline corridors, etc. should be re-contoured if necessary, and revegetated to promote restoration of the area to pre-project conditions. An area subject to “temporary” disturbance means any area that is disturbed during the project, but that after project completion will not be subject to further disturbance and has the potential to be revegetated. Appropriate methods and plant species used to revegetate such areas should be determined on a site-specific basis in consultation with the United States Wildlife Service, California Department of Fish and Game, and revegetation experts.

If suspension of work is required due to San Joaquin Kit Fox, work will be suspended as provided in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications and "Time Related Overhead" of these special provisions.

Full compensation for conforming to the requirements in these special provisions shall be considered as included in the prices paid for the various items of work and no additional compensation will be allowed therefore.

SECTION 6. (BLANK)

SECTION 7. (BLANK)

SECTION 8. MATERIALS

SECTION 8-1. MISCELLANEOUS

8-1.01 SUBSTITUTION OF NON-METRIC MATERIALS AND PRODUCTS

Only materials and products conforming to the requirements of the specifications shall be incorporated in the work. When metric materials and products are not available, and when approved by the Engineer, and at no cost to the State, materials and products in the United States Standard Measures which are of equal quality and of the required properties and characteristics for the purpose intended, may be substituted for the equivalent metric materials and products, subject to the following provisions:

A. Materials and products shown on the plans or in the special provisions as being equivalent may be substituted for the metric materials and products specified or detailed on the plans.
B. Before other non-metric materials and products will be considered for use, the Contractor shall furnish, at the Contractor's expense, evidence satisfactory to the Engineer that the materials and products proposed for use are equal to or better than the materials and products specified or detailed on the plans. The burden of proof as to the quality and suitability of substitutions shall be upon the Contractor and the Contractor shall furnish necessary information as required by the Engineer. The Engineer will be the sole judge as to the quality and suitability of the substituted materials and products and the Engineer's decision will be final.
C. When the Contractor elects to substitute non-metric materials and products, including materials and products shown on the plans or in the special provisions as being equivalent, the list of sources of material specified in Section 6-1.01, "Source of Supply and Quality of Materials," of the Standard Specification shall include a list of substitutions to be made and contract items involved. In addition, for a change in design or details, the Contractor shall submit

plans and working drawings in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. The plans and working drawings shall be submitted at least 7 days before the Contractor intends to begin the work involved.

Unless otherwise specified, the following substitutions of materials and products will be allowed:

SUBSTITUTION TABLE FOR PLAIN WIRE REINFORCEMENT
ASTM Designation: A 82

METRIC SIZE SHOWN ON THE PLANS mm^2	SIZE TO BE SUBSTITUTED $inch^2$ x 100
MW9	W1.4
MW10	W1.6
MW13	W2.0
MW15	W2.3
MW19	W2.9
MW20	W3.1
MW22	W3.5
MW25	W3.9, except W3.5 in piles only
MW26	W4.0
MW30	W4.7
MW32	W5.0
MW35	W5.4
MW40	W6.2
MW45	W6.5
MW50	W7.8
MW55	W8.5, except W8.0 in piles only
MW60	W9.3
MW70	W10.9, except W11.0 in piles only
MW80	W12.4
MW90	W14.0
MW100	W15.5

SUBSTITUTION TABLE FOR BAR REINFORCEMENT

METRIC BAR DESIGNATION NUMBER[1] SHOWN ON THE PLANS	BAR DESIGNATION NUMBER[2] TO BE SUBSTITUTED
10	3
13	4
16	5
19	6
22	7
25	8
29	9
32	10
36	11
43	14
57	18

[1]Bar designation numbers approximate the number of millimeters of the nominal diameter of the bars.
[2]Bar numbers are based on the number of eighths of an inch included in the nominal diameter of the bars.
No adjustment will be required in spacing or total number of reinforcing bars due to a difference in minimum yield strength between metric and non-metric bars.

SUBSTITUTION TABLE FOR SIZES OF:

(1) STEEL FASTENERS FOR GENERAL APPLICATIONS (ASTM Designation: A 307 or AASHTO Designation: M 314, Grade 36 or 55), and

(2) HIGH STRENGTH STEEL FASTENERS (ASTM Designation: A 325 or A 449)

METRIC SIZE SHOWN ON THE PLANS mm	SIZE TO BE SUBSTITUTED inch
6 or 6.35	1/4
8 or 7.94	5/16
10 or 9.52	3/8
11 or 11.11	7/16
13, 12.70, or M12	1/2
14 or 14.29	9/16
16, 15.88, or M16	5/8
19, 19.05, or M20	3/4
22, 22.22, or M22	7/8
24, 25, 25.40, or M24	1
29, 28.58, or M27	1-1/8
32, 31.75, or M30	1-1/4
35 or 34.93	1-3/8
38, 38.10, or M36	1-1/2
44 or 44.45	1-3/4
51 or 50.80	2
57 or 57.15	2-1/4
64 or 63.50	2-1/2
70 or 69.85	2-3/4
76 or 76.20	3
83 or 82.55	3-1/4
89 or 88.90	3-1/2
95 or 95.25	3-3/4
102 or 101.60	4

SUBSTITUTION TABLE FOR NOMINAL THICKNESS OF SHEET METAL

UNCOATED HOT AND COLD ROLLED SHEETS		HOT-DIPPED ZINC COATED SHEETS (GALVANIZED)	
METRIC THICKNESS SHOWN ON THE PLANS mm	GAGE TO BE SUBSTITUTED inch	METRIC THICKNESS SHOWN ON THE PLANS mm	GAGE TO BE SUBSTITUTED inch
7.94	0.3125	4.270	0.1681
6.07	0.2391	3.891	0.1532
5.69	0.2242	3.510	0.1382
5.31	0.2092	3.132	0.1233
4.94	0.1943	2.753	0.1084
4.55	0.1793	2.372	0.0934
4.18	0.1644	1.994	0.0785
3.80	0.1495	1.803	0.0710
3.42	0.1345	1.613	0.0635
3.04	0.1196	1.461	0.0575
2.66	0.1046	1.311	0.0516
2.28	0.0897	1.158	0.0456
1.90	0.0747	1.006 or 1.016	0.0396
1.71	0.0673	0.930	0.0366
1.52	0.0598	0.853	0.0336
1.37	0.0538	0.777	0.0306
1.21	0.0478	0.701	0.0276
1.06	0.0418	0.627	0.0247
0.91	0.0359	0.551	0.0217
0.84	0.0329	0.513	0.0202
0.76	0.0299	0.475	0.0187
0.68	0.0269	--------	--------
0.61	0.0239	--------	--------
0.53	0.0209	--------	--------
0.45	0.0179	--------	--------
0.42	0.0164	--------	--------
0.38	0.0149	--------	--------

SUBSTITUTION TABLE FOR WIRE

METRIC THICKNESS SHOWN ON THE PLANS mm	WIRE THICKNESS TO BE SUBSTITUTED inch	GAGE NO.
6.20	0.244	3
5.72	0.225	4
5.26	0.207	5
4.88	0.192	6
4.50	0.177	7
4.11	0.162	8
3.76	0.148	9
3.43	0.135	10
3.05	0.120	11
2.69	0.106	12
2.34	0.092	13
2.03	0.080	14
1.83	0.072	15
1.57	0.062	16
1.37	0.054	17
1.22	0.048	18
1.04	0.041	19
0.89	0.035	20

SUBSTITUTION TABLE FOR PIPE PILES

METRIC SIZE SHOWN ON THE PLANS mm x mm	SIZE TO BE SUBSTITUTED inch x inch
PP 360 x 4.55	NPS 14 x 0.179
PP 360 x 6.35	NPS 14 x 0.250
PP 360 x 9.53	NPS 14 x 0.375
PP 360 x 11.12	NPS 14 x 0.438
PP 406 x 12.70	NPS 16 x 0.500
PP 460 x T	NPS 18 x T"
PP 508 x T	NPS 20 x T"
PP 559 x T	NPS 22 x T"
PP 610 x T	NPS 24 x T"
PP 660 x T	NPS 26 x T"
PP 711 x T	NPS 28 x T"
PP 762 x T	NPS 30 x T"
PP 813 x T	NPS 32 x T"
PP 864 x T	NPS 34 x T"
PP 914 x T	NPS 36 x T"
PP 965 x T	NPS 38 x T"
PP 1016 x T	NPS 40 x T"
PP 1067 x T	NPS 42 x T"
PP 1118 x T	NPS 44 x T"
PP 1219 x T	NPS 48 x T"
PP 1524 x T	NPS 60 x T"

The thickness in millimeters (T) represents an exact conversion of the thickness in inches (T").

SUBSTITUTION TABLE FOR CIDH CONCRETE PILING

METRIC SIZE SHOWN ON THE PLANS	ACTUAL AUGER SIZE TO BE SUBSTITUTED inches
350 mm	14
400 mm	16
450 mm	18
600 mm	24
750 mm	30
900 mm	36
1.0 m	42
1.2 m	48
1.5 m	60
1.8 m	72
2.1 m	84
2.4 m	96
2.7 m	108
3.0 m	120
3.3 m	132
3.6 m	144
4.0 m	156

SUBSTITUTION TABLE FOR STRUCTURAL TIMBER AND LUMBER

METRIC MINIMUM DRESSED DRY, SHOWN ON THE PLANS mm x mm	METRIC MINIMUM DRESSED GREEN, SHOWN ON THE PLANS mm x mm	NOMINAL SIZE TO BE SUBSTITUTED inch x inch
19x89	20x90	1x4
38x89	40x90	2x4
64x89	65x90	3x4
89x89	90x90	4x4
140x140	143x143	6x6
140x184	143x190	6x8
184x184	190x190	8x8
235x235	241x241	10x10
286x286	292x292	12x12

SUBSTITUTION TABLE FOR NAILS AND SPIKES

METRIC COMMON NAIL, SHOWN ON THE PLANS Length, mm Diameter, mm	METRIC BOX NAIL, SHOWN ON THE PLANS Length, mm Diameter, mm	METRIC SPIKE, SHOWN ON THE PLANS Length, mm Diameter, mm	SIZE TO BE SUBSTITUTED Penny-weight
50.80 2.87	50.80 2.51	_____	6d
63.50 3.33	63.50 2.87	_____	8d
76.20 3.76	76.20 3.25	76.20 4.88	10d
82.55 3.76	82.55 3.25	82.55 4.88	12d
88.90 4.11	88.90 3.43	88.90 5.26	16d
101.60 4.88	101.60 3.76	101.60 5.72	20d
114.30 5.26	114.30 3.76	114.30 6.20	30d
127.00 5.72	127.00 4.11	127.00 6.68	40d
_____	_____	139.70 7.19	50d
_____	_____	152.40 7.19	60d

SUBSTITUTION TABLE FOR IRRIGATION COMPONENTS

METRIC WATER METERS, TRUCK LOADING STANDPIPES, VALVES, BACKFLOW PREVENTERS, FLOW SENSORS, WYE STRAINERS, FILTER ASSEMBLY UNITS, PIPE SUPPLY LINES, AND PIPE IRRIGATION SUPPLY LINES SHOWN ON THE PLANS DIAMETER NOMINAL (DN) mm	NOMINAL SIZE TO BE SUBSTITUTED inch
15	1/2
20	3/4
25	1
32	1-1/4
40	1-1/2
50	2
65	2-1/2
75	3
100	4
150	6
200	8
250	10
300	12
350	14
400	16

Unless otherwise specified, substitutions of United States Standard Measures standard structural shapes corresponding to the metric designations shown on the plans and in conformance with the requirements in ASTM Designation: A 6/A 6M, Annex 2, will be allowed.

8-1.02 PREQUALIFIED AND TESTED SIGNING AND DELINEATION MATERIALS

The Department maintains the following list of Prequalified and Tested Signing and Delineation Materials. The Engineer shall not be precluded from sampling and testing products on the list of Prequalified and Tested Signing and Delineation Materials.

The manufacturer of products on the list of Prequalified and Tested Signing and Delineation Materials shall furnish the Engineer a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for each type of traffic product supplied.

For those categories of materials included on the list of Prequalified and Tested Signing and Delineation Materials, only those products shown within the listing may be used in the work. Other categories of products, not included on the list of Prequalified and Tested Signing and Delineation Materials, may be used in the work provided they conform to the requirements of the Standard Specifications.

Materials and products may be added to the list of Prequalified and Tested Signing and Delineation Materials if the manufacturer submits a New Product Information Form to the New Product Coordinator at the Transportation Laboratory. Upon a Departmental request for samples, sufficient samples shall be submitted to permit performance of required tests. Approval of materials or products will depend upon compliance with the specifications and tests the Department may elect to perform.

PAVEMENT MARKERS, PERMANENT TYPE

Retroreflective With Abrasion Resistant Surface (ARS)

1. Apex, Model 921AR (100 mm x 100 mm)
2. Ennis Paint, Models C88 (100 mm x 100 mm), 911 (100 mm x 100 mm) and 953 (70 mm x 114 mm)

3. Ray-O-Lite, Model "AA" ARS (100 mm x 100 mm)
4. 3M Series 290 (89 mm x 100 mm)
5. 3M Series 290 PSA, with pressure sensitive adhesive pad (89 mm x 100 mm)

Retroreflective With Abrasion Resistant Surface (ARS)

(for recessed applications only)

1. Ennis Paint, Model 948 (58 mm x 119 mm)
2. Ennis Paint, Model 944SB (51 mm x 100 mm)*
3. Ray-O-Lite, Model 2002 (51 mm x 117 mm)
4. Ray-O-Lite, Model 2004 ARS (51 mm x 100 mm)*

*For use only in 114 mm wide (older) recessed slots

Non-Reflective, 100-mm Round

1. Apex Universal (Ceramic)
2. Apex Universal, Models 929 (ABS) and 929PP (Polypropylene)
3. Glowlite, Inc. (Ceramic)
4. Hi-Way Safety, Inc., Models P20-2000W and 2001Y (ABS)
5. Interstate Sales, "Diamond Back" (Polypropylene)
6. Novabrite Models Cdot (White) Cdot-y (Yellow), Ceramic
7. Novabrite Models Pdot-w (White) Pdot-y (Yellow), Polypropylene
8. Three D Traffic Works TD10000 (ABS), TD10500 (Polypropylene)

PAVEMENT MARKERS, TEMPORARY TYPE

Temporary Markers For Long Term Day/Night Use (6 months or less)

1. Vega Molded Products "Temporary Road Marker" (75 mm x 100 mm)

Temporary Markers For Short Term Day/Night Use (14 days or less)

(For seal coat or chip seal applications, clear protective covers are required)

1. Apex Universal, Model 932
2. Filtrona Extrusion, Models T.O.M., T.R.P.M., and "HH" (High Heat)
3. Hi-Way Safety, Inc., Model 1280/1281
4. Glowlite, Inc., Model 932

STRIPING AND PAVEMENT MARKING MATERIAL

Permanent Traffic Striping and Pavement Marking Tape

1. Advanced Traffic Marking, Series 300 and 400
2. Brite-Line, Series 1000
3. Brite-Line, "DeltaLine XRP"
4. Swarco Industries, "Director 35" (For transverse application only)
5. Swarco Industries, "Director 60"
6. 3M, "Stamark" Series 380 and 5730
7. 3M, "Stamark" Series 420 (For transverse application only)

Temporary (Removable) Striping and Pavement Marking Tape (6 months or less)

1. Advanced Traffic Marking, Series 200
2. Brite-Line, Series 100
3. Garlock Rubber Technologies, Series 2000
4. P.B. Laminations, Aztec, Grade 102
5. Swarco Industries, "Director-2"
6. Trelleborg Industries, R140 Series
7. 3M Series 620 "CR", and Series A750
8. 3M Series A145, Removable Black Line Mask
   (Black Tape: for use only on Asphalt Concrete Surfaces)
9. Advanced Traffic Marking Black "Hide-A-Line"
   (Black Tape: for use only on Asphalt Concrete Surfaces)

10. Brite-Line "BTR" Black Removable Tape
    (Black Tape: for use only on Asphalt Concrete Surfaces)
11. Trelleborg Industries, RB-140
    (Black Tape: for use only on Asphalt Concrete Surfaces)

Preformed Thermoplastic (Heated in place)

1. Flint Trading Inc., "Hot Tape"
2. Flint Trading Inc., "Premark Plus"
3. Ennis Paint Inc., "Flametape"

Ceramic Surfacing Laminate, 150 mm x 150 mm

1. Highway Ceramics, Inc.

CLASS 1 DELINEATORS

One Piece Driveable Flexible Type, 1700-mm

1. Filtrona Extrusion, "Flexi-Guide Models 400 and 566"
2. Carsonite, Curve-Flex CFRM-400
3. Carsonite, Roadmarker CRM-375
4. FlexStake, Model 654 TM
5. GreenLine Model CGD1-66

Special Use Type, 1700-mm

1. Filtrona Extrusion, Model FG 560 (with 450-mm U-Channel base)
2. Carsonite, "Survivor" (with 450-mm U-Channel base)
3. Carsonite, Roadmarker CRM-375 (with 450-mm U-Channel base)
4. FlexStake, Model 604
5. GreenLine Model CGD (with 450-mm U-Channel base)
6. Impact Recovery Model D36, with #105 Driveable Base
7. Safe-Hit with 200-mm pavement anchor (SH248-GP1)
8. Safe-Hit with 380-mm soil anchor (SH248-GP2) and with 450-mm soil anchor (SH248-GP3)

Surface Mount Type, 1200-mm

1. Bent Manufacturing Company, Masterflex Model MF-180EX-48
2. Carsonite, "Channelizer"
3. FlexStake, Models 704, 754 TM, and EB4
4. Impact Recovery Model D48, with #101 Fixed (Surface-Mount) Base
5. Three D Traffic Works "Channelflex" ID No. 522248W

CHANNELIZERS

Surface Mount Type, 900-mm

1. Bent Manufacturing Company, Masterflex Models MF-360-36 (Round) and MF-180-36 (Flat)
2. Filtrona Extrusion, Flexi-Guide Models FG300PE, FG300UR, and FG300EFX
3. Carsonite, "Super Duck" (Round SDR-336)
4. Carsonite, Model SDCF03601MB "Channelizer"
5. FlexStake, Models 703, 753 TM, and EB3
6. GreenLine, Model SMD-36
7. Hi-way Safety, Inc. "Channel Guide Channelizer" Model CGC36
8. Impact Recovery Model D36, with #101 Fixed (Surface-Mount) Base
9. Safe-Hit, Guide Post, Model SH236SMA
10. Three D Traffic Works "Boomerang" ID No. 522053W

Lane Separation System

1. Filtrona Extrusion, "Flexi-Guide (FG) 300 Curb System"
2. Qwick Kurb, "Klemmfix Guide System"
3. Recycled Technology, Inc. "Safe-Lane System"
4. Dura-Curb System

CONICAL DELINEATORS, 1070-mm

(For 700-mm Traffic Cones, see Standard Specifications)

1. Bent Manufacturing Company "T-Top"
2. Plastic Safety Systems "Navigator-1070 mm
3. TrafFix Devices "Grabber"
4. Three D Traffic Works "Ringtop" TD7000, ID No. 742143
5. Three D Traffic Works, TD7500

OBJECT MARKERS

Type "K", 450-mm

1. Filtrona Extrusion, Model FG318PE
2. Carsonite, Model SMD 615
3. FlexStake, Model 701 KM
4. Safe-Hit, Model SH718SMA

Type "K-4" / "Q" Object Markers, 600-mm

1. Bent Manufacturing "Masterflex" Model MF-360-24
2. Filtrona Extrusion, Model FG324PE
3. Carsonite, "Channelizer"
4. FlexStake, Model 701KM
5. Safe-Hit, Models SH824SMA_WA and SH824GP3_WA
6. The Line Connection, Model DP21-4Q
7. Three D Traffic Works ID No. 531702W and TD 5200
8. Three D Traffic Works ID No. 520896W

CONCRETE BARRIER MARKERS AND
TEMPORARY RAILING (TYPE K) REFLECTORS

Impactable Type

1. ARTUK, "FB"
2. Filtrona Extrusion, Models PCBM-12 and PCBM-T12
3. Duraflex Corp., "Flexx 2020" and "Electriflexx"
4. Hi-Way Safety, Inc., Model GMKRM100
5. Plastic Safety Systems "BAM" Models OM-BARR and OM-BWAR
6. Three D Traffic Works "Roadguide" Model TD 9304

Non-Impactable Type

1. ARTUK, JD Series
2. Plastic Safety Systems "BAM" Models OM-BITARW and OM-BITARA
3. Vega Molded Products, Models GBM and JD
4. Plastic Vacuum Forming, "Cap-It C400"

METAL BEAM GUARD RAIL POST MARKERS

(For use to the left of traffic)

1. Filtrona Extrusion, "Mini" (75 mm x 254 mm)
2. Creative Building Products, "Dura-Bull, Model 11201"
3. Duraflex Corp., "Railrider"
4. Plastic Vacuum Forming, "Cap-It C300"

CONCRETE BARRIER DELINEATORS, 400-mm

(For use to the right of traffic)

1. Filtrona Extrusion, Model PCBM T-16
2. Safe-Hit, Model SH216RBM

CONCRETE BARRIER-MOUNTED MINI-DRUM (260 mm x 360 mm x 570 mm)

1. Stinson Equipment Company "SaddleMarker"

GUARD RAILING DELINEATOR

(Place top of reflective element at 1200 mm above plane of roadway)

Wood Post Type, 686-mm

1. Filtrona Extrusion, FG 427 and FG 527
2. Carsonite, Model 427
3. FlexStake, Model 102 GR
4. GreenLine GRD 27
5. Safe-Hit, Model SH227GRD
6. Three D Traffic Works "Guardflex" TD9100
7. New Directions Mfg, NDM27

Steel Post Type

1. Carsonite, Model CFGR-327 with CFGRBK300 Mounting Bracket

RETROREFLECTIVE SHEETING

Channelizers, Barrier Markers, and Delineators

1. Avery Dennison T-6500 Series (For rigid substrate devices only)
2. Avery Dennison WR-7100 Series
3. Nippon Carbide Industries, Flexible Ultralite Grade (ULG) II
4. Reflexite, PC-1000 Metalized Polycarbonate
5. Reflexite, AC-1000 Acrylic
6. Reflexite, AP-1000 Metalized Polyester
7. Reflexite, Conformalight, AR-1000 Abrasion Resistant Coating
8. 3M, High Intensity

Traffic Cones, 100-mm and 150-mm Sleeves

1. Nippon Carbide Industries, Flexible Ultralite Grade (ULG) II
2. Reflexite, Vinyl, "TR" (Semi-transparent) or "Conformalight"
3. 3M Series 3840
4. Avery Dennison S-9000C

Drums

1. Avery Dennison WR-6100
2. Nippon Carbide Industries, Flexible Ultralite Grade (ULG) II
3. Reflexite, "Conformalight", "Super High Intensity" or "High Impact Drum Sheeting"
4. 3M Series 3810

Barricades: Type I, Medium-Intensity (Typically Enclosed Lens, Glass-Bead Element)

1. Nippon Carbide Industries, CN8117
2. Avery Dennison, W 1100 series
3. 3M Series CW 44

Barricades: Type II, Medium-High-Intensity (Typically Enclosed Lens, Glass-Bead Element)

1. Avery Dennison, W-2100 Series

Signs: Type II, Medium-High-Intensity (Typically Enclosed Lens, Glass-Bead Element)

1. Avery Dennison, T-2500 Series
2. Nippon Carbide Industries, Nikkalite 18000

Signs: Type III, High-Intensity (Typically Encapsulated Glass-Bead Element)

1. Avery Dennison, T-5500A and T-6500 Series
2. Nippon Carbide Industries, Nikkalite Brand Ultralite Grade II
3. 3M 3870 and 3930 Series

Signs: Type IV, High-Intensity (Typically Unmetallized Microprismatic Element)

1. Avery Dennison, T-6500 Series
2. Nippon Carbide Industries, Crystal Grade, 94000 Series
3. Nippon Carbide Industries, Model No. 94847 Fluorescent Orange
4. 3M Series 3930 and Series 3924S

Signs: Type VI, Elastomeric (Roll-Up) High-Intensity, without Adhesive

1. Avery Dennison, WU-6014
2. Novabrite LLC, "Econobrite"
3. Reflexite "Vinyl"
4. Reflexite "SuperBright"
5. Reflexite "Marathon"
6. 3M Series RS20

Signs: Type VII, Super-High-Intensity (Typically Unmetallized Microprismatic Element)

1. 3M Series 3924S, Fluorescent Orange
2. 3M LDP Series 3970

Signs: Type VIII, Super-High-Intensity (Typically Unmetallized Microprismatic Element)

1. Avery Dennison, T-7500 Series
2. Avery Dennison, T-7511 Fluorescent Yellow
3. Avery Dennison, T-7513 Fluorescent Yellow Green
4. Avery Dennison, W-7514 Fluorescent Orange
5. Nippon Carbide Industries, Nikkalite Crystal Grade Series 92800
6. Nippon Carbide Industries, Nikkalite Crystal Grade Model 92847 Fluorescent Orange

Signs: Type IX, Very-High-Intensity (Typically Unmetallized Microprismatic Element)

1. 3M VIP Series 3981 Diamond Grade Fluorescent Yellow
2. 3M VIP Series 3983 Diamond Grade Fluorescent Yellow/Green
3. 3M VIP Series 3990 Diamond Grade
4. Avery Dennison T-9500 Series
5. Avery Dennison, T9513, Fluorescent Yellow Green
6. Avery Dennison, W9514, Fluorescent Orange

SPECIALTY SIGNS

1. Reflexite "Endurance" Work Zone Sign (with Semi-Rigid Plastic Substrate)

ALTERNATIVE SIGN SUBSTRATES

Fiberglass Reinforced Plastic (FRP) and Expanded Foam PVC

1. Fiber-Brite (FRP)
2. Sequentia, "Polyplate" (FRP)
3. Inteplast Group "InteCel" (13 mm for Post-Mounted CZ Signs, 1200 mm or less)(PVC)

Aluminum Composite, Temporary Construction Signs Only

1. Alcan Composites "Dibond Material, 2 mm"
2. Mitsubishi Chemical America, Alpolic 350

8-1.03 ENGINEERING FABRICS

Engineering fabrics shall conform to the provisions in Section 88, "Engineering Fabrics," of the Standard Specifications and these special provisions.

Filter fabric for this project shall be ultraviolet (UV) ray protected.

8-1.04 ASPHALTIC EMULSION

Asphaltic emulsion shall conform to the provisions in Section 94, "Asphaltic Emulsions," of the Standard Specifications and these special provisions.

When tested in conformance with the "Residue and Oil Distallate by Distallation" test of AASHTO Designation: T 59, the composition of SS1 asphaltic emulsion shall be a minimum 57 percent of residue.

SECTION 8-2. CONCRETE

8-2.01 PORTLAND CEMENT CONCRETE

Portland cement concrete shall conform to the provisions in Section 90, "Portland Cement Concrete," of the Standard Specifications and these special provisions.

The Department maintains a list of sources of fine and coarse aggregate that have been approved for use with a reduced amount of supplementary cementitious material in the total amount of cementitious material to be used. A source of aggregate will be considered for addition to the approved list if the producer of the aggregate submits to the Transportation Laboratory certified test results from a qualified testing laboratory that verify the aggregate complies with the requirements. Before the testing starts, the aggregate test shall be registered with the Department. A registration number can be obtained by calling (916) 227-7228. The registration number shall be used as the identification for the aggregate sample in correspondence with the Department. Upon request, a split of the tested sample shall be provided to the Department. Approval of aggregate will depend upon compliance with the specifications, based on the certified test results submitted, together with any replicate testing the Department may elect to perform. Approval will expire 3 years from the date the most recent registered and evaluated sample was collected from the aggregate source.

Qualified testing laboratories shall conform to the following requirements:

1. Laboratories performing ASTM Designation: C 1293 shall participate in the Cement and Concrete Reference Laboratory (CCRL) Concrete Proficiency Sample Program and shall have received a score of 3 or better on each test of the previous 2 sets of concrete samples.
2. Laboratories performing ASTM Designation: C 1260 shall participate in the Cement and Concrete Reference Laboratory (CCRL) Pozzolan Proficiency Sample Program and shall have received a score of 3 or better on the shrinkage and soundness tests of the previous 2 sets of pozzolan samples.

Aggregates on the list shall conform to one of the following requirements:

1. When the aggregate is tested in conformance with the requirements in California Test 554 and ASTM Designation: C 1293, the average expansion at one year shall be less than or equal to 0.040 percent; or
2. When the aggregate is tested in conformance with the requirements in California Test 554 and ASTM Designation: C 1260, the average of the expansion at 16 days shall be less than or equal to 0.15 percent.

If the aggregates used in the concrete are on the Department's list, the minimum amount of supplementary cementitious material shall conform to the following:

1. If fly ash or natural pozzolan conforming to the provisions in Section 90-2.01C, "Required Use of Supplementary Cementitious Materials," of the Standard Specifications is used, the minimum amount of supplementary cementitious material shall be 15 percent by mass of the total cementitious material; or
2. If silica fume conforming to the provisions in Section 90-2.01C, "Required Use of Supplementary Cementitious Materials," of the Standard Specifications is used, the minimum amount of supplementary cementitious material shall be 7 percent by mass of the total cementitious material.

The limitation on tricalcium silicate (C_3S) content in Type II cement specified in Section 90-2.01A, "Cement," of the Standard Specifications shall not apply.

8-2.02 PRECAST CONCRETE QUALITY CONTROL

GENERAL

Precast concrete quality control shall conform to these special provisions.

Unless otherwise specified, precast concrete quality control shall apply when any precast concrete members are fabricated in conformance with the provisions in Section 49, "Piling," or Section 51, "Concrete Structures," of the Standard Specifications.

Quality Control (QC) shall be the responsibility of the Contractor. The Contractor's QC inspectors shall perform inspection and testing prior to precasting, during precasting, and after precasting, and as specified in this section and additionally as necessary to ensure that materials and workmanship conform to the details shown on the plans and specifications.

Quality Assurance (QA) is the prerogative of the Engineer. Regardless of the acceptance for a given precast element by the Contractor, the Engineer will evaluate the precast element. The Engineer will reject any precast element that does not conform to the approved Precast Concrete Quality Control Plan (PCQCP), the details shown on the plans, and these special provisions.

The Contractor shall designate in writing a precast Quality Control Manager (QCM) for each precasting facility. The QCM shall be responsible directly to the Contractor for the quality of precasting, including materials and workmanship, performed by the Contractor and all subcontractors. The QCM shall be the sole individual responsible to the Contractor for submitting, receiving, and approving all correspondence, required submittals, and reports to and from the Engineer. The QCM shall not be employed or compensated by any subcontractor, or other persons or entities hired by subcontractors, or suppliers, who will provide other services or materials for the project. The QCM may be an employee of the Contractor.

Prior to submitting the PCQCP required herein, a meeting between the Engineer, the Contractor's QCM, and a representative from each entity performing precast concrete operations for this project, shall be held to discuss the requirements for precast quality control.

QC Inspectors shall either be 1) licensed as Civil Engineers in the State of California, or 2) have a current Plant Quality Personnel Certification, Level II, from the Precast/Prestressed Concrete Institute. A QC Inspector shall witness all precast concrete operations.

PRECAST CONCRETE QUALIFICATION AUDIT

Unless otherwise specified, no Contractors or subcontractors performing precast concrete operations for the project shall commence work without having successfully completed the Department's Precast Fabrication Qualification Audit, hereinafter referred to as the audit. The Engineer will perform the audit, and copies of the audit form, along with procedures for requesting and completing the audit, are available at the Transportation Laboratory or the following website:

http://www.dot.ca.gov/hq/esc/Translab/smbresources.htm

An audit that was previously approved by the Engineer no more than three years prior to the beginning of work on this contract will be acceptable for the entire period of this contract, provided the Engineer determines the audit is for the same type of work that is to be performed on this contract.

Successful completion of an audit shall not relieve the Contractor of the responsibility for furnishing materials or producing finished work of the quality specified in these special provisions and as shown on the plans.

PRECAST CONCRETE QUALITY CONTROL PLAN

Prior to performing any precasting operations, the Contractor shall submit to the Engineer, in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications, 3 copies of a separate PCQCP for each item of work which is to be precast. A separate PCQCP shall be submitted for each facility. As a minimum, each PCQCP shall include the following:

A. The name of the precasting firm, the concrete plants to be used, and any concrete testing firm to be used;
B. A manual prepared by the precasting firm that includes equipment, testing procedures, safety plan, and the names, qualifications, and documentation of certifications for all personnel to be used;
C. The name of the QCM and the names, qualifications, and documentation of certifications for all QC inspection personnel to be used;
D. An organizational chart showing all QC personnel and their assigned QC responsibilities;
E. The methods and frequencies for performing all required quality control procedures, including all inspections, material testing, and any required survey procedures for all components of the precast elements including prestressing systems, concrete, grout, reinforcement, steel components embedded or attached to the precast member, miscellaneous metal, and formwork;
F. A system for identification and tracking of required precast element repairs, and a procedure for the re-inspection of any repaired precast element. The system shall have provisions for a method of reporting nonconforming precast elements to the Engineer; and
G. Forms to be used for Certificates of Compliance, daily production logs, and daily reports.

The Engineer shall have 4 weeks to review the PCQCP submittal after a complete plan has been received. No precasting shall be performed until the PCQCP is approved in writing by the Engineer.

A PCQCP that was previously approved by the Engineer no more than one year prior to the beginning of work on this contract will be acceptable for the entire period of this contract, provided the Engineer determines the PCQCP is for the same type of work that is to be performed on this contract.

An amended PCQCP or addendum shall be submitted to, and approved in writing by the Engineer, for any proposed revisions to the approved PCQCP. An amended PCQCP or addendum will be required for any revisions to the PCQCP, including but not limited to changes in concrete plants or source materials, changes in material testing procedures and testing labs, changes in procedures and equipment, changes in QC personnel, or updated systems for tracking and identifying precast elements. The Engineer shall have 2 weeks to complete the review of the amended PCQCP or addendum, once a complete submittal has been received. Work that is affected by any of the proposed revisions shall not be performed until the amended PCQCP or addendum has been approved.

After final approval of the PCQCP, amended PCQCP, or addendum, the Contractor shall submit 7 copies to the Engineer of each of these approved documents.

It is expressly understood that the Engineer's approval of the Contractor's PCQCP shall not relieve the Contractor of any responsibility under the contract for the successful completion of the work in conformance with the requirements of the plans and specifications. The Engineer's approval shall neither constitute a waiver of any of the requirements of the plans and specifications nor relieve the Contractor of any obligation thereunder, and defective work, materials, and equipment may be rejected notwithstanding approval of the PCQCP.

REPORTING

The QC Inspector shall provide reports to the QCM on a daily basis for each day that precasting operations are performed.

A daily production log for precasting shall be kept by the QCM for each day that precasting operations, including setting forms, placing reinforcement, setting prestressing steel, casting, curing, post tensioning, and form release, are performed. The log shall include the facility location, and shall include specific description of casting or related operations, any problems or deficiencies discovered, any testing or repair work performed, and the names of all QC personnel and the specific QC inspections they performed that day. The daily report from each QC Inspector shall also be included in the log. This daily log shall be available for viewing by the Engineer, at the precasting facility.

All reports regarding material tests and any required survey checks shall be signed by the person that performed the test or check, and then submitted directly to the QCM for review and signature prior to submittal to the Engineer. Corresponding names shall be clearly printed or typewritten next to all signatures.

The Engineer shall be notified immediately in writing when any precasting problems or deficiencies are discovered and also of the proposed repair or process changes required to correct them. The Engineer shall have 4 weeks to review these procedures. No remedial work shall begin until the Engineer approves these procedures in writing.

The following items shall be included in a Precast Report that is to be submitted to the Engineer following the completion of any precast element:

A. Reports of all material tests and any required survey checks;
B. Documentation that the Contractor has evaluated all tests and corrected all rejected deficiencies, and all repairs have been re-examined with the required tests and found acceptable; and
C. Daily production log.

At the completion of any precast element, and if the QCM determines that element is in conformance with these special provisions, the QCM shall sign and furnish to the Engineer, a certificate of compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications. This certificate of compliance shall be submitted with the Precast Report. The certificate shall state that all of the materials and workmanship incorporated in the work, and all required tests and inspections of this work, have been performed in conformance with the details shown on the plans and the provisions of the Standard Specifications and these special provisions.

PAYMENT

In the event the Engineer fails to complete the review of 1) a PCQCP, 2) an amended PCQCP or addendum, or 3) a proposed repair or process change, within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

All required repair work or process changes required to correct precasting operation deficiencies, whether discovered by the QCM, QC Inspector, or by the Engineer, and any associated delays or expenses to the Contractor caused by performing these repairs, shall be at the Contractor's expense.

Full compensation for conforming to the requirements of this section shall be considered as included in the contract prices paid for the various items of work involved, and no additional compensation will be allowed therefor.

SECTION 8-3. WELDING

8-3.01 WELDING

GENERAL

Flux cored welding electrodes conforming to the requirements of AWS A5.20 E6XT-4 or E7XT-4 shall not be used to perform welding for this project.

Wherever reference is made to the following AWS welding codes in the Standard Specifications, on the plans, or in these special provisions, the year of adoption for these codes shall be as listed:

AWS Code	Year of Adoption
D1.1	2006
D1.4	2005
D1.5	2002
D1.6	1999

Requirements of the AWS welding codes shall apply unless otherwise specified in the Standard Specifications, on the plans, or in these special provisions. Wherever the abbreviation AWS is used, it shall be equivalent to the abbreviations ANSI/AWS or AASHTO/AWS.

Section 6.1.1.1 of AWS D1.5 is replaced with the following:

Quality Control (QC) shall be the responsibility of the Contractor. As a minimum, the Contractor shall perform inspection and testing of each weld joint prior to welding, during welding, and after welding as specified in this section and as necessary to ensure that materials and workmanship conform to the requirements of the contract documents.

Unless otherwise specified, Sections 6.1.3 through 6.1.4.3 of AWS D1.1, Section 7.1.2 of AWS D1.4, and Sections 6.1.1.2 through 6.1.3.3 of AWS D1.5 are replaced with the following:

The QC Inspector shall be the duly designated person who acts for and on behalf of the Contractor for inspection, testing, and quality related matters for all welding.

Quality Assurance (QA) is the prerogative of the Engineer. The QA Inspector is the duly designated person who acts for and on behalf of the Engineer.

The QC Inspector shall be responsible for quality control acceptance or rejection of materials and workmanship, and shall be currently certified as an AWS Certified Welding Inspector (CWI) in conformance with the requirements in AWS QC1, "Standard for AWS Certification of Welding Inspectors."

The QC Inspector may be assisted by an Assistant QC Inspector provided that this individual is currently certified as an AWS Certified Associate Welding Inspector (CAWI) in conformance with the requirements in AWS QC1, "Standard for AWS Certification of Welding Inspectors." The Assistant QC Inspector may perform inspection under the direct supervision of the QC Inspector provided the assistant is always within visible and audible range of the QC Inspector. The QC Inspector shall be responsible for signing all reports and for determining if welded materials conform to workmanship and acceptance criteria. The ratio of QC Assistants to QC Inspectors shall not exceed 5 to 1.

When the term "Inspector" is used without further qualification, it shall refer to the QC Inspector.

When any work is welded in conformance with the provisions in Section 75, "Miscellaneous Metal," of the Standard Specifications, not including Section 75-1.035, "Bridge Joint Restrainer Units," of the Standard Specifications, Section 6.1.4 of AWS D1.1 is replaced with the following:

The QC Inspector shall be responsible for quality control acceptance or rejection of materials and workmanship and shall be currently certified as an AWS CWI in conformance with the requirements in AWS QC1, "Standard for AWS Certification of Welding Inspectors," or as a Welding Inspector Specialist (WIS) in conformance with the requirements in AWS B5.2, "Specification for the Qualification of Welding Inspector Specialists and Welding Inspector Assistants."

Section 6.14.6, "Personnel Qualification," of AWS D1.1, Section 7.8, "Personnel Qualification," of AWS D1.4, and Section 6.1.3.4, "Personnel Qualification," of AWS D1.5 are replaced with the following:

Personnel performing nondestructive testing (NDT) shall be qualified and certified in conformance with the requirements of the American Society for Nondestructive Testing (ASNT) Recommended Practice No. SNT-TC-1A and the Written Practice of the NDT firm. The Written Practice of the NDT firm shall meet or exceed the guidelines of the ASNT

Recommended Practice No. SNT-TC-1A. Individuals who perform NDT, review the results, and prepare the written reports shall be either:

A. Certified NDT Level II technicians, or;
B. Level III technicians who hold a current ASNT Level III certificate in that discipline and are authorized and certified to perform the work of Level II technicians.

Section 6.5.4 of AWS D1.5 is replaced with the following:

The QC Inspector shall inspect and approve each joint preparation, assembly practice, welding technique, joint fit-up, and the performance of each welder, welding operator, and tack welder to make certain that the applicable requirements of this code and the approved Welding Procedure Specification (WPS) are met. The QC Inspector shall examine the work to make certain that it meets the requirements of Sections 3 and 6.26. The size and contour of all welds shall be measured using suitable gages. Visual inspection for cracks in welds and base metal, and for other discontinuities shall be aided by strong light, magnifiers, or such other devices as may be helpful. Acceptance criteria different from those specified in this code may be used when approved by the Engineer.

Section 6.6.5, "Nonspecified NDT Other than Visual," of AWS D1.1, Section 7.6.5 of AWS D1.4 and Section 6.6.5 of AWS D1.5 shall not apply.

For any welding, the Engineer may direct the Contractor to perform NDT that is in addition to the visual inspection or NDT specified in the AWS or other specified welding codes, in the Standard Specifications, or in these special provisions. Except as provided for in these special provisions, additional NDT required by the Engineer, and associated repair work, will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications. Prior to release of welded material by the Engineer, if testing by NDT methods other than those originally specified discloses an attempt to defraud or reveals a gross nonconformance, all costs associated with the repair of the deficient area, including NDT of the weld and of the repair, and any delays caused by the repair, shall be at the Contractor’s expense. A gross nonconformance is defined as the sum of planar type rejectable indications in more than 20 percent of the tested length.

When less than 100 percent of NDT is specified for any weld, it is expected that the entire length of weld meet the specified acceptance-rejection criteria. Should any welding deficiencies be discovered by additional NDT directed or performed by the Engineer that utilizes the same NDT method as that originally specified, all costs associated with the repair of the deficient area, including NDT of the weld and of the weld repair, and any delays caused by the repair, shall be at the Contractor's expense.

Repair work to correct welding deficiencies discovered by visual inspection directed or performed by the Engineer, and any associated delays or expenses caused to the Contractor by performing these repairs, shall be at the Contractor's expense.

The Engineer shall have the authority to verify the qualifications or certifications of any welder, QC Inspector, or NDT personnel to specified levels by retests or other means approved by the Engineer.

Inspection and approval of all joint preparations, assembly practices, joint fit-ups, welding techniques, and the performance of each welder, welding operator, and tack welder shall be documented by the QC Inspector on a daily basis for each day welding is performed. For each inspection, including fit-up, Welding Procedure Specification (WPS) verification, and final weld inspection, the QC Inspector shall confirm and document compliance with the requirements of the AWS or other specified code criteria and the requirements of these special provisions on all welded joints before welding, during welding, and after the completion of each weld.

In addition to the requirements specified in the applicable code, the period of effectiveness for a welder's or welding operator's qualification shall be a maximum of 3 years for the same weld process, welding position, and weld type. If welding will be performed without gas shielding, then qualification shall also be without gas shielding. Excluding welding of fracture critical members, a valid qualification at the beginning of work on a contract will be acceptable for the entire period of the contract, as long as the welder's or welding operator's work remains satisfactory.

In addition to the requirements of AWS D1.1, welding procedures qualification for work welded in conformance with that code shall conform to the following requirements:

A. The travel speed, amperage, and voltage values that are used for tests conducted per AWS D1.1, Section 4.1.1, shall be consistent for each pass in a weld joint and shall in no case vary by more than ±10 percent for travel speed, ±10 percent for amperage, and ±7 percent for voltage as measured from a predetermined target value or average within each weld pass. The travel speed shall in no case vary by more than ±15 percent when using submerged arc welding.
B. When a nonstandard weld joint is to be made using a combination of WPSs, a single test may be conducted combining the WPSs to be used in production, provided the essential variables, including weld bead placement, of each process are limited to those established in Table 4.5.

In addition to the requirements of AWS D1.5, Section 5.12 or 5.13, welding procedures qualification for work welded in conformance with that code shall conform to the following requirements:

A. Unless considered prequalified, fillet welds shall be qualified in each position. The fillet weld soundness test shall be conducted using the essential variables of the WPS as established by the Procedure Qualification Record (PQR).
B. For qualification of joints that do not conform to Figures 2.4 and 2.5 of AWS D1.5, a minimum of two WPS qualification tests are required. The tests shall be conducted using both Figure 5.1 and Figure 5.3. The test conforming to Figure 5.1 shall be conducted in conformance with AWS D1.5, Section 5.12 or 5.13. The test conforming to Figure 5.3 shall be conducted using the welding electrical parameters that were established for the test conducted conforming to Figure 5.1. The ranges of welding electrical parameters established during welding per Figure 5.1 in conformance with AWS D1.5, Section 5.12, shall be further restricted according to the limits in Table 5.3 during welding per Figure 5.3.
C. Multiple zones within a weld joint may be qualified. The travel speed, amperage, and voltage values that are used for tests conducted per AWS D1.5 Section 5.13 shall be consistent for each pass in a weld joint, and shall in no case vary by more than ±10 percent for travel speed, ±10 percent for amperage, and ±7 percent for voltage as measured from a predetermined target value or average within each weld pass or zone. The travel speed shall in no case vary by more than ±15 percent when using submerged arc welding.
D. For a WPS qualified in conformance with AWS D1.5 Section 5.13, the values to be used for calculating ranges for current and voltage shall be based on the average of all weld passes made in the test. Heat input shall be calculated using the average of current and voltage of all weld passes made in the test for a WPS qualified in conformance with Section 5.12 or 5.13.
E. Macroetch tests are required for WPS qualification tests, and acceptance shall be per AWS D1.5 Section 5.19.3.
F. When a nonstandard weld joint is to be made using a combination of WPSs, a test conforming to Figure 5.3 may be conducted combining the WPSs to be used in production, provided the essential variables, including weld bead placement, of each process are limited to those established in Table 5.3.
G. Prior to preparing mechanical test specimens, the PQR welds shall be inspected by visual and radiographic tests. Backing bar shall be 75 mm in width and shall remain in place during NDT testing. Results of the visual and radiographic tests shall comply with AWS D1.5 Section 6.26.2, excluding Section 6.26.2.2. Test plates that do not comply with both tests shall not be used.

WELDING QUALITY CONTROL

Welding quality control shall conform to the requirements in the AWS or other specified welding codes, the Standard Specifications, and these special provisions.

Unless otherwise specified, welding quality control shall apply when any work is welded in conformance with the provisions in Section 49, "Piling," Section 52, "Reinforcement," Section 55, "Steel Structures," or Section 75-1.035, "Bridge Joint Restrainer Units," of the Standard Specifications.

All welding will require inspection by the Engineer. The Contractor shall request inspection at least 3 working days prior to the beginning of welding for locations within California and 5 working days for locations outside of California. The Contractor shall request inspection at:

http://www.dot.ca.gov/hq/esc/Translab/smbforms.htm

Continuous inspection shall be provided when any welding is being performed. Continuous inspection, as a minimum, shall include having a QC Inspector within such close proximity of all welders or welding operators so that inspections by the QC Inspector of each welding operation at each welding location does not lapse for a period exceeding 30 minutes.

When joint weld details that are not prequalified to the details of Section 3 of AWS D1.1 or to the details of Figure 2.4 or 2.5 of AWS D1.5 are proposed for use in the work, the joint details, their intended locations, and the proposed welding parameters and essential variables, shall be approved by the Engineer. The Contractor shall allow the Engineer 2 weeks to complete the review of the proposed joint detail locations. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications. Upon approval of the proposed joint detail locations and qualification of the proposed joint details, welders and welding operators using these details shall perform a qualification test plate using the WPS variables and the joint detail to be used in production. The test plate shall have the maximum thickness to be used in production and a minimum length of 460 mm. The test plate shall be mechanically and radiographically tested. Mechanical and radiographic testing and acceptance criteria shall be as specified in the applicable AWS codes.

The Engineer will witness all qualification tests for WPSs that were not previously approved by the Department. Unless otherwise specified, an approved independent third party will witness the qualification tests for welders or welding operators. The independent third party shall be a current CWI and shall not be an employee of the contractor performing the welding. The Contractor shall allow the Engineer 2 weeks to review the qualifications and copy of the current certification of the independent third party. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications. The Contractor shall notify the Engineer one week prior to performing any qualification tests. Witnessing of qualification tests by the Engineer shall not constitute approval of the intended joint locations, welding parameters, or essential variables.

The Contractor shall designate in writing a welding Quality Control Manager (QCM). The QCM shall be responsible directly to the Contractor for the quality of welding, including materials and workmanship, performed by the Contractor and subcontractors.

The QCM shall be the sole individual responsible to the Contractor for submitting, receiving, reviewing, and approving all correspondence, required submittals, and reports to and from the Engineer. The QCM shall be a registered professional engineer or shall be currently certified as a CWI.

Unless the QCM is hired by a subcontractor providing only QC services, the QCM shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors, who will provide other services or materials for the project. The QCM may be an employee of the Contractor.

Welding inspection personnel or NDT firms to be used in the work shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors, who will provide other services or materials for the project, except for the following conditions:

A. The work is welded in conformance with AWS D1.5 and is performed at a permanent fabrication or manufacturing facility that is certified under the AISC Quality Certification Program, Category Cbr, Major Steel Bridges and Fracture Critical endorsement F, when applicable.
B. The welding is performed on pipe pile material at a permanent pipe manufacturing facility authorized to apply the American Petroleum Institute (API) monogram for API 5L pipe.

For welding performed at such facilities, the inspection personnel or NDT firms may be employed or compensated by the facility performing the welding provided the facility maintains a QC program that is independent from production.

Prior to submitting the Welding Quality Control Plan (WQCP) required herein, a prewelding meeting between the Engineer, the Contractor's QCM, and a representative from each entity performing welding or inspection for this project, shall be held to discuss the requirements for the WQCP.

The Contractor shall submit to the Engineer, in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications, 2 copies of a separate WQCP for each subcontractor or supplier for each item of work for which welding is to be performed.

The Contractor shall allow the Engineer 2 weeks to review the WQCP submittal after a complete plan has been received. No welding shall be performed until the WQCP is approved in writing by the Engineer. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

An amended WQCP or any addendum to the approved WQCP shall be submitted to, and approved in writing by the Engineer, for proposed revisions to the approved WQCP. An amended WQCP or addendum will be required for revisions to the WQCP, including but not limited to a revised WPS; additional welders; changes in NDT firms, QC, or NDT personnel or procedures; or updated systems for tracking and identifying welds. The Engineer shall have one week to complete the review of the amended WQCP or addendum. Work affected by the proposed revisions shall not be performed until the amended WQCP or addendum has been approved. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

Information regarding the contents, format, and organization of a WQCP, is available at the Transportation Laboratory and at:

http://www.dot.ca.gov/hq/esc/Translab/smbresources.htm

After final approval of the WQCP, amended WQCP, or addendum, the Contractor shall submit 7 copies to the Engineer of the approved documents. A copy of the Engineer approved document shall be available at each location where welding is to be performed.

A daily production log for welding shall be kept for each day that welding is performed. The log shall clearly indicate the locations of all welding. The log shall include the welders' names, amount of welding performed, any problems or deficiencies discovered, and any testing or repair work performed, at each location. The daily report from each QC Inspector shall also be included in the log.

The following items shall be included in a Welding Report that is to be submitted to the Engineer within 2 weeks following the performance of any welding:

A. A daily production log.
B. Reports of all visual weld inspections and NDT.
C. Radiographs and radiographic reports, and other required NDT reports.
D. A summary of welding and NDT activities that occurred during the reporting period.
E. Reports of each application of heat straightening.
F. A summarized log listing the rejected lengths of weld by welder, position, process, joint configuration, and piece number.
G. Documentation that the Contractor has evaluated all radiographs and other nondestructive tests and corrected all rejectable deficiencies, and that all repaired welds have been reexamined using the required NDT and found acceptable.

The following information shall be clearly written on the outside of radiographic envelopes: name of the QCM, name of the nondestructive testing firm, name of the radiographer, date, contract number, complete part description, and all included weld numbers, report numbers, and station markers or views, as detailed in the WQCP. In addition, all interleaves shall have clearly written on them the part description and all included weld numbers and station markers or views, as detailed in the WQCP. A maximum of 2 pieces of film shall be used for each interleave.

Reports of all visual inspections and NDT shall be signed by the inspector or technician and submitted daily to the QCM for review and signature prior to submittal to the Engineer. Corresponding names shall be clearly printed or typewritten next to all signatures. Reports of all NDT, whether specified, additional, or informational, performed by the Contractor shall be submitted to the Engineer.

The Engineer will review the Welding Report to determine if the Contractor is in conformance with the WQCP. Unless otherwise specified, the Engineer shall be allowed 2 weeks to review the report and respond in writing after the complete Welding Report has been received. Prior to receiving notification from the Engineer of the Contractor's conformance with the WQCP, the Contractor may encase in concrete or cover welds for which the Welding Report has been submitted. However, should the Contractor elect to encase or cover those welds prior to receiving notification from the Engineer, it is expressly understood that the Contractor shall not be relieved of the responsibility for incorporating material in the work that conforms to the requirements of the plans and specifications. Material not conforming to these requirements will be subject to rejection. Should the Contractor elect to wait to encase or cover welds pending notification by the Engineer, and in the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

In addition to the requirements in AWS D1.1 and AWS D1.5, second-time excavations of welds or base metal to repair unacceptable discontinuities, regardless of NDT method, and all repairs of cracks require prior approval of the Engineer.

The Engineer shall be notified immediately in writing when welding problems, deficiencies, base metal repairs, or any other type of repairs not submitted in the WQCP are discovered, and also of the proposed repair procedures to correct them. For requests to perform second-time repairs or repairs of cracks, the Contractor shall include an engineering evaluation of the proposed repair. The engineering evaluation, at a minimum, shall address the following:

A. What is causing each defect?
B. Why the repair will not degrade the material properties?
C. What steps are being taken to prevent similar defects from happening again?

The Contractor shall allow the Engineer one week to review these procedures. No remedial work shall begin until the repair procedures are approved in writing by the Engineer. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The QCM shall sign and furnish to the Engineer, a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for each item of work for which welding was performed. The certificate shall state that all of the materials and workmanship incorporated in the work, and all required tests and inspections of this work, have been performed in conformance with the details shown on the plans, the Standard Specifications, and these special provisions.

WELDING FOR POLE STRUCTURES

The Contractor shall meet the following requirements for any work welded in conformance with the provisions in Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications.

Welding inspection personnel or NDT firms to be used in the work shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors, who will provide other services or materials for the project, except for when the welding is performed at a permanent fabrication or manufacturing facility which is certified under the AISC Quality Certification Program, Category Sbd, Conventional Steel Building Structures.

Welding Qualification Audit

Contractors or subcontractors performing welding operations for pole structures shall not deliver materials to the project without having successfully completed the Department's "Manufacturing Qualification Audit for Overhead Sign and Pole Structures," hereinafter referred to as the audit, not more than one year prior to the delivery of the materials. The Engineer will perform the audit. Copies of the audit form, and procedures for requesting and completing the audit, are available at the Transportation Laboratory or at:

http://www.dot.ca.gov/hq/esc/Translab/smbresources.htm

An audit that was approved by the Engineer no more than one year prior to the beginning of work on this contract will be acceptable for the entire period of this contract, provided the Engineer determines the audit was for the same type of work that is to be performed on this contract.

Successful completion of an audit shall not relieve the Contractor of the responsibility for furnishing materials or producing finished work of the quality specified in these special provisions and as shown on the plans.

Welding Report

For work welded in conformance with the provisions in Section 56-1, "Overhead Sign Structures," or Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications, a Welding Report shall be submitted in conformance with the provisions in "Welding Quality Control" of these special provisions.

PAYMENT

Full compensation for conforming to the requirements of "Welding" shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefor.

SECTION 9. DESCRIPTION OF BRIDGE WORK

The Bridge work consists, in general, of constructing:

Bridge No. 42-0039 a seven span, continuous reinforced concrete slab with cantilever end spans widening that is approximately 3.6 meters wide and approximately 37.3 meters long, on PC/PS concrete piling, removing an existing AC overlay, and placing a polyester overlay for existing and new deck, and as shown on the plans and special provisions.

Bridge No. 42-0040 a five span, continuous reinforced concrete slab with cantilever end spans widening that is approximately 3.6 meters wide and approximately 23.7 meters long, on PC/PS concrete piling, removing an existing AC overlay, and placing a polyester overlay for existing and new deck, and as shown on the plans and special provisions.

Bridge No. 42-0041 a eight span, continuous reinforced concrete slab and open end pile cap abutments widening that is approximately 4.2 meters wide and approximately 70.3 meters long, on PC/PS concrete piling, removing an existing AC overlay, and placing a polyester overlay for existing and new deck, and as shown on the plans and special provisions.

SECTION 10. CONSTRUCTION DETAILS

SECTION 10-1. GENERAL

10-1.00 CONSTRUCTION PROJECT INFORMATION SIGNS

Before any major physical construction work readily visible to highway users is started on this contract, the Contractor shall furnish and erect 2 Type 1 Construction Project Information signs at the locations designated by the Engineer.

The signs and overlays shall be of a type and material consistent with the estimated time of completion of the project and shall conform to the details shown on the plans.

The sign letters, border and the Department's construction logos shall conform to the colors (non-reflective) and details shown on the plans, and shall be on a white background (non-reflective). The colors blue and orange shall conform to PR Color Number 3 and Number 6, respectively, as specified in the Federal Highway Administration's Color Tolerance Chart.

The sign message to be used for fund types shall consist of the following, in the order shown:

FEDERAL HIGHWAY TRUST FUNDS
STATE HIGHWAY FUNDS

The sign message to be used for type of work shall consist of the following:

HIGHWAY CONSTRUCTION

The sign message to be used for the Year of Completion of Project Construction will be furnished by the Engineer. The Contractor shall furnish and install the "Year" sign overlay within 10 working days of notification of the year date to be used.

The letter sizes to be used shall be as shown on the plans. The information shown on the signs shall be limited to that shown on the plans.

The signs shall be kept clean and in good repair by the Contractor.

Upon completion of the work, the signs shall be removed and disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13 of the Standard Specifications.

Full compensation for furnishing, erecting, maintaining, and removing and disposing of the construction project information signs shall be considered as included in the contract lump sum price paid for construction area signs and no additional compensation will be allowed therefor.

10-1.01 ORDER OF WORK

Order of work shall conform to the provisions in Section 5-1.05, "Order of Work," of the Standard Specifications and these special provisions.

All moving and construction equipment activity within the Giant Gartner Snake habitat shall be conducted between May 1 to Oct 1.

Piles may be driven from the deck on Bridge No 42-0041. If piles are driven from the deck on Bridge No 42-0041, then the bridge must be monitored for settlement while pile driving equipment is on the bridge and during driving operations. If at any time the settlement exceeds 15mm, all work shall be halted and measures taken to limit the settlement.

There is lead paint on the metal portion of the railing to be removed.

The Contractor shall schedule all work (detour and Drainage System No. 3) within the private canal, shown on the plans, approximately from Station 399+00 to Station 401+00, so that once work has begun it shall be carried out expeditiously and completed before December 30, 2007 or between March 17, 2008 to March 28, 2008.

Temporary railing (Type K) and temporary crash cushions shall be secured in place prior to commencing work for which the temporary railing and crash cushions are required.

Attention is directed to "Environmentally Sensitive Area" and "Temporary Fence (Type ESA)" of these special provisions. Prior to beginning work, the boundaries of the Environmentally Sensitive Areas (ESA) shall be clearly delineated in the field. The boundaries shall be delineated by the installation of temporary fence (Type ESA).

Attention is directed to "Water Pollution Control" of these special provisions regarding the submittal and approval of the Storm Water Pollution Prevention Plan prior to performing work having potential to cause water pollution.

The first order of work shall be to place the order for the signs panels and electrical equipment.

The uppermost layer of new pavement shall not be placed until all underlying conduits and loop detectors have been installed.

Attention is directed to "Maintaining Traffic" and "Temporary Pavement Delineation" of these special provisions and to the stage construction sheets of the plans.

Attention is directed to "Progress Schedule (Critical Path Method)" of these special provisions regarding the submittal of a general time-scaled logic diagram within 10 days after approval of the contract. The diagram shall be submitted prior to performing any work that may be affected by any proposed deviations to the construction staging of the project.

The work shall be performed in conformance with the stages of construction shown on the plans. Nonconflicting work in subsequent stages may proceed concurrently with work in preceding stages, provided satisfactory progress is maintained in the preceding stages of construction.

In each stage, after completion of the preceding stage, the first order of work shall be the removal of existing pavement delineation as directed by the Engineer. Pavement delineation removal shall be coordinated with new delineation so that lane lines are provided at all times on traveled ways open to public traffic.

Before obliterating any pavement delineation (traffic stripes, pavement markings, and pavement markers) that is to be replaced on the same alignment and location, as determined by the Engineer, the pavement delineation shall be referenced by the Contractor, with a sufficient number of control points to reestablish the alignment and location of the new pavement delineation. The references shall include the limits or changes in striping pattern, including one- and 2-way barrier lines, limit lines, crosswalks and other pavement markings. Full compensation for referencing existing pavement delineation shall be considered as included in the contract prices paid for new pavement delineation and no additional compensation will be allowed therefor.

Prior to applying asphalt concrete, the Contractor shall cover all 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 to the facility being covered by tape or adhesive. The covered facilities shall be referenced by the Contractor, with a sufficient number of control points to relocate the facilities after the asphalt concrete has been placed. After completion of the asphalt concrete operation, all covers shall be removed and disposed of in a manner satisfactory to the Engineer. Full compensation for covering manholes, valve and monument covers, grates, or other exposed facilities, referencing, and removing temporary cover shall be considered as included in the contract price paid per tonne for asphalt concrete, and no additional compensation will be allowed therefor.

At the end of each working day if a difference in excess of 0.045-meter exists between the elevation of the existing pavement and the elevation of excavations within 2.4 m of the traveled way, material shall be placed and compacted against the vertical cuts adjacent to the traveled way. During excavation operations, native material may be used for this purpose; however, once placing of the structural section commences, structural material shall be used. The material shall be placed to the level of the elevation of the top of existing pavement and tapered at a slope of 1:4 (vertical:horizontal) or flatter to the bottom of the excavation. Full compensation for placing the material on a 1:4 slope, regardless of the number of times the material is required, and subsequent removing or reshaping of the material to the lines and grades shown on the plans shall be considered as included in the contract price paid for the materials involved and no additional compensation will be allowed therefor. No payment will be made for material placed in excess of that required for the structural section.

At those locations exposed to public traffic where guard railings are to be constructed, salvaged or removed and replaced, the Contractor shall schedule operations so that at the end of each working day there shall be no post holes open nor shall there be any railing or barrier posts installed without the blocks and rail elements assembled and mounted thereon.

Attention is directed to "Move-In/Move-Out (Erosion Control)" of these special provisions regarding the application of erosion control may require several move-in/move-outs of erosion control equipment.

At least 60 days before applying seeds, furnish the Engineer a statement from the vendor that the order for the seed required for this contract has been received and accepted by the vendor. The statement from the vendor must include the names and quantity of seed ordered and the anticipated date of delivery.

The Engineer designates ground locations of erosion control by directing the placing of stakes or other suitable markers before application of erosion control materials as specified under "Erosion Control (Type C)" of these special provisions.

10-1.02 ARCHAEOLOGICAL MONITORING AREA

An archaeological monitoring area (AMA) within and near the limits of construction is shown on the plans. The Department assigns an archaeological monitor to monitor job site activities within the AMA. Work within an AMA shall conform to the requirements of the section of these special provisions entitled "Archaeological Discoveries" and these special provisions. Do not work within the AMA unless the archeological monitor is present.

The Engineer conducts a field review with you and the Department archaeological monitor of the location of AMAs shown on the plans at least 5 days before start of work. The Engineer will determine and mark the exact boundaries of the AMA at the job site.

Before starting work, install temporary fence (Type ESA) to define the boundaries of the AMA.

Notify the Engineer in writing at least 5 days before starting work within an AMA, and include with the notification a schedule of days and hours to be worked.

If an archaeological find is discovered within an AMA, stop all work within a 18.5 meter radius of the find. Archaeological materials found are the property of the State. Do not resume work within the 18.5 meter radius of the find until the Engineer gives you written approval. If, in the opinion of the Engineer, completion of the work is delayed or

interfered with by reason of an archaeological find or investigation or recovery of archeological materials, you will be compensated for resulting losses, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The Department may use other forces to investigate and recover archaeological materials from the site of an AMA. When ordered by the Engineer, furnish labor, material, tools and equipment, to assist in the investigation or recovery of archaeological materials within the AMA and the cost will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

10-1.03 GENERAL MIGRATORY BIRD PROTECTION

The Contractor shall protect migratory birds, their occupied nests, and their eggs as specified in these special provisions.

Nesting or attempted nesting by migratory birds is anticipated to occur between, but not limited to, February 15 and September 1.

The Federal Migratory Bird Treaty Act (16 U.S.C. 703 et seq.), Title 50 Code of Federal Regulations part 10, and California Department of Fish and Game Code Sections 3503, 3513, and 3800, protect migratory birds, their occupied nests, and their eggs.

The Federal and California Endangered Species Acts protect occupied and unoccupied nests of some threatened and endangered bird species. The Bald Eagle Protection Act (16 U.S.C. 668) prohibits the destruction of bald and golden eagles occupied and unoccupied nests.

When evidence of migratory bird nesting that may be adversely affected by construction activities is discovered, or when birds are injured or killed as a result of construction activities, the Contractor shall immediately stop work within 20 m of the nests and notify the Engineer. Work shall not resume until the Engineer provides written notification that work may begin in this location.

When ordered by the Engineer the Contractor shall use exclusion devices or remove and dispose of partially constructed and unoccupied nests of migratory birds on a regular basis to prevent their occupation.

Nest removal activities shall not deposit in, permit to pass into, or place nest materials where they can pass into the waters of this state.

Penalties as used in this section, "General Migratory Bird Protection," shall include fines, penalties, and damages; whether proposed, assessed, or levied against the Department or the Contractor. Penalties shall also include payments made or costs incurred in settlement for alleged violations of applicable laws, regulations, or requirements. Costs incurred could include sums spent instead of penalties, in mitigation or to remediate or correct violations.

Notwithstanding any other remedies authorized by law, the Department may retain or withhold monies due the Contractor under the contract, in an amount determined by the Department, up to and including the entire amount of penalties proposed, assessed, or levied as a result of the Contractor's violation of Federal or State law, regulations or requirements. Funds may be retained by the Department until final disposition has been made as to the penalties. The Contractor shall remain liable for the full amount of penalties until such time as they are finally resolved with the entity seeking the penalties. Upon final disposition, the Department shall inform the Contractor of the withheld amount.

Full compensation for migratory bird protection shall be considered as included in the various items of contract work and no separate payment will be allowed therefore.

A delay to the controlling item due to migratory birds or their nests will be considered a temporary suspension of work in accordance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications. Adjustments will be made for delays that the Engineer determines are not due to the Contractor's failure to perform the provision of the contract in the same manner as for suspensions due to unsuitable weather in Section 8-1.05.

10-1.04 WATER POLLUTION CONTROL

GENERAL

Water pollution control work shall conform to the provisions in Section 7-1.01G, "Water Pollution," of the Standard Specifications, section of these special provisions entitled "Relations With California Regional Water Quality Control Board," and these special provisions.

The Contractor may obtain other National Pollutant Discharge Elimination System (NPDES) permits that apply to activities and mobile operations within or outside of the project limits including asphalt batch plants, material borrow areas, concrete plants, staging areas, storage yards, or access roads.

The Contractor shall perform water pollution control work in conformance with the requirements in the "Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual" and its addenda in effect on the day the Notice to Contractors is dated. This manual is referred to as the "Preparation Manual." Copies of the Preparation Manual may be obtained from:

State of California
Department of Transportation
Publication Distribution Unit
1900 Royal Oaks Drive
Sacramento, California 95815
Telephone: (916) 445-3520

The Preparation Manual and other references for performing water pollution control work are available from the Department's Construction Storm Water and Water Pollution Control web site at:

http://www.dot.ca.gov/hq/construc/stormwater/stormwater1.htm

Before the start of job site activities, the Contractor shall provide training for project managers, supervisory personnel, and employees involved with water pollution control work. The training shall include:

A. Rules and regulations
B. Implementation and maintenance for:

    1. Temporary Soil Stabilization
    2. Temporary Sediment Control
    3. Tracking Control
    4. Wind Erosion Control

The Contractor shall designate in writing a Water Pollution Control Manager (WPCM). The Contractor shall submit a statement of qualifications describing the training, work history, and expertise of the proposed WPCM. The qualifications shall include either:

A. A minimum of 24 hours of Department approved storm water management training described at Department's Construction Storm Water and Water Pollution Control web site.
B. Certification as a Certified Professional in Erosion and Sediment Control (CPESC).

The WPCM shall be:

A. Responsible for water pollution control work.
B. The primary contact for water pollution control work.
C. Have authority to mobilize crews to make immediate repairs to water pollution control practices.

The Contractor may designate one manager to prepare the SWPPP and a different manager to implement the plan. The WPCP preparer shall meet the training requirements for the WPCM.

STORM WATER POLLUTION PREVENTION PLAN

The Contractor shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the Engineer for approval. The SWPPP shall conform to the requirements in the Preparation Manual, the NPDES permit, and these special provisions. The SWPPP shall be submitted in place of the water pollution control program required by the provisions in Section 7-1.01G, "Water Pollution," of the Standard Specifications.

The SWPPP shall include water pollution control practices:

A. For storm water and non-storm water from areas outside of the job site related to construction activities for this contract such as:

    1. Staging areas.
    2. Storage yards.
    3. Access roads.

B. Appropriate for each season as described in "Implementation Requirements" of these special provisions.
C. For activities or mobile operations related to all NPDES permits.

The SWPPP shall include a schedule that:

A. Describes when work activities that could cause water pollution will be performed.
B. Identifies soil stabilization and sediment control practices for disturbed soil area.
C. Includes dates when these practices will be 25, 50, and 100 percent complete.
D. Shows 100 percent completion of these practices before the rainy season.

The SWPPP shall include the following temporary water pollution control practices and their associated contract items of work as shown on the plans or specified in these special provisions:

A. Temporary Sediment Control

    1. Temporary Fiber Roll.

B. Tracking Control

    1. Street Sweeping
    2. Temporary Construction Entrance
    3. Temporary Drainage Inlet Protection

C. Non-Storm Water Management

    1. Construction Site Management

D. Waste Management and Materials Pollution Control

    1. Construction Site Management
    2. Concrete Washout Facilities

The SWPPP shall include the following contract items of work for permanent water pollution control as shown on the plans or as specified in these special provisions:

A. Rock Slope Protection
B. Erosion Control

Within 20 days after contract approval, the Contractor shall submit 3 copies of the SWPPP to the Engineer. The Contractor shall allow 20 days for the Engineer's review. If revisions are required, the Engineer will provide comments and specify the date that the review stopped. The Contractor shall revise and resubmit the SWPPP within 15 days of receipt of the Engineer's comments. The Engineer's review will resume when the complete SWPPP is resubmitted. When the Engineer approves the SWPPP, the Contractor shall submit 4 copies of the approved SWPPP to the Engineer. The Contractor may proceed with construction activities if the Engineer conditionally approves the SWPPP while minor revisions are being completed. If the Engineer fails to complete the review within the time allowed and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay, the Contractor will be compensated for resulting losses, and an extension of time will be granted, as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The SWPPP shall include a copy of the California Fish & Game permits, US Army Corps of Engineers, California Reclamation Board and California Water Quality Control Board.

The Contractor shall not perform work that may cause water pollution until the SWPPP has been approved by the Engineer. The Engineer's review and approval shall not waive any contract requirements and shall not relieve the Contractor from complying with Federal, State and local laws, regulations, and requirements.

The Contractor shall amend the SWPPP annually and shall resubmit it to the Engineer 25 days before the defined rainy season.

If there is a change in construction schedule or activities, the Contractor shall prepare an amendment to the SWPPP to identify additional or revised water pollution control practices. The Contractor shall submit the amendment to the Engineer for review within a time agreed to by the Engineer not to exceed the number of days specified for the initial submittal of the SWPPP. The Engineer will review the amendment within the same time allotted for the review of the initial submittal of the SWPPP.

If directed by the Engineer or requested in writing by the Contractor and approved by the Engineer, changes to the water pollution control work specified in these special provisions will be allowed. Changes may include addition of new water pollution control practices. The Contractor shall incorporate these changes in the SWPPP. Additional water pollution control work will be paid for as extra work in accordance with Section 4-1.03, "Extra work," of the Standard Specifications.

The Contractor shall keep a copy of the approved SWPPP at the job site. The SWPPP shall be made available when requested by a representative of the Regional Water Quality Control Board, State Water Resources Control Board, United States Environmental Protection Agency, or the local storm water management agency. Requests from the public shall be directed to the Engineer.

SAMPLING AND ANALYSIS

The Contractor shall include a Sampling and Analysis Plan (SAP) in the SWPPP to monitor the effectiveness of the water pollution control practices. The Contractor shall prepare the SAP in conformance with the Preparation Manual.

The Contractor shall designate trained personnel to collect water quality samples. The personnel and training shall be documented in the SAP. Training shall consist of the following elements:

A. SAP review,
B. Health and safety review, and
C. Sampling simulations.

In the SAP the Contractor shall describe the following water quality sampling procedures:

A. Sampling preparation,
B. Collection,
C. Quality assurance and quality control,
D. Sample labeling,
E. Collection documentation,
F. Sample shipping,
G. Chain of custody,
H. Sample numbering, and
I. Precautions from the construction site health and safety plan.

The Contractor shall document sample collection during precipitation.

Samples to be analyzed in the field shall be taken by the Contractor's designated sampling personnel using collection and analysis methods, and equipment calibration specified by the manufacturer of the sampling equipment. Samples to be analyzed by a laboratory, shall be sampled, preserved, and analyzed by a State-certified laboratory in conformance with the requirements in 40 CFR Part 136, "Guidelines Establishing Test Procedures for the Analysis of Pollutants." The Contractor shall identify the State-certified laboratory, sample containers, preservation requirements, holding times, and analysis method in the SAP. A list of State-certified laboratories that are approved by the Department is available at:

http://www.dhs.ca.gov/ps/ls/ELAP/html/lablist.htm

Non-Visible Pollutants

This project has the potential to discharge non-visible pollutants in storm water from the construction site. The Contractor shall include in the SAP a description of the sampling and analysis strategy to be implemented on the project for monitoring non-visible pollutants.

In the SAP the Contractor shall identify potential non-visible pollutants that will be present on the construction site associated with the following:

A. Construction materials and wastes;
B. Existing contamination due to historical site usage; or
C. Application of soil amendments, including soil stabilization products, with the potential to alter pH or contribute toxic pollutants to storm water.

The Contractor shall show the locations planned for storage and use of the potential non-visible pollutants on the SWPPP Water Pollution Control Drawings.

The Contractor shall include in the SAP the following list of conditions that require sampling when observed during a storm water inspection:

A. Materials or wastes containing potential non-visible pollutants are not stored under watertight conditions.
B. Materials or wastes containing potential non-visible pollutants are stored under watertight conditions, but:

    1. A breach, leakage, malfunction, or spill is observed;
    2. The leak or spill has not been cleaned up before precipitation; and
    3. There is the potential for discharge of non-visible pollutants to surface waters or drainage system.

C. Construction activities; such as application of fertilizer, pesticide, herbicide, methyl methacrylate concrete sealant, or non-pigmented curing compound; have occurred during precipitation or within 24 hours preceding precipitation, and have the potential to discharge pollutants to surface waters or drainage system.
D. Soil amendments, including soil stabilization products, with the potential to alter pH levels or contribute toxic pollutants to storm water runoff have been applied, and have the potential to discharge pollutants to surface waters or drainage system (unless independent test data are available that demonstrate acceptable concentrations of non-visible pollutants in the soil amendment).
E. Storm water runoff from an area contaminated by historical usage of the site has the potential to discharge pollutants to surface waters or drainage system.

The Contractor shall describe in the SAP the schedule for collecting a sample downhill from each non-visible pollutant source and an uncontaminated control sample, during the first 2 hours of discharge from precipitation during daylight hours that result in enough discharge for sample collection. If discharge flows to the non-visible pollutant source, a sample shall be collected immediately downhill from where the discharge enters the Department's right of way. If precipitation occurs again after at least 72 hours of dry weather the Contractor shall take new samples.

In the SAP the Contractor shall identify sampling locations for collecting downstream and control samples, and the reason for their selection. The control sampling location shall be selected so the sample does not come into contact with materials, wastes or areas associated with potential non-visible pollutants or disturbed soil areas. The Contractor shall show non-visible pollutant sampling locations on the SWPPP Water Pollution Control Drawings.

The Contractor shall identify in the SAP the analytical method to be used for downhill and control samples for potential non-visible pollutants on the project.

Analytical Results and Evaluation

The Contractor shall submit a hard copy and electronic copy of water quality analytical results, and quality assurance and quality control data to the Engineer within 5 days of sampling for field analyses, and within 30 days for laboratory analyses. The Contractor shall also provide an evaluation of whether the downhill samples show levels of the tested parameter higher than in the control sample. If downhill or downstream samples show increased levels, the Contractor will assess the water pollution control measures, site conditions, and surrounding influences to determine the probable cause for the increase. As determined by the assessment, the Contractor will repair or modify water pollution control measures to address increases and amend the SWPPP as necessary. Electronic results (in one of the following file formats: .xls, .txt, .csv, .dbs, or .mdb) shall have the following information:

A. Sample identification number.
B. Contract number.
C. Constituent.
D. Reported value.
E. Analytical method.
F. Method detection limit.
G. Reported limit.

The Contractor shall maintain the water quality sampling documentation and analytical results with the SWPPP on the project site.

If construction activities or knowledge of site conditions change such that discharges or sampling locations change, the Contractor shall amend the SAP in conformance with this section, "Water Pollution Control."

IMPLEMENTATION REQUIREMENTS

The Contractor's responsibility for SWPPP implementation shall continue throughout any temporary suspension of work ordered in conformance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications.

If the Contractor or the Engineer identifies a deficiency in the implementation of the approved SWPPP, the deficiency shall be corrected immediately, unless an agreed date for correction is approved in writing by the Engineer. The deficiency

shall be corrected before the onset of precipitation. If the Contractor fails to correct the deficiency by the agreed date or before the onset of precipitation, the Department may correct the deficiency and deduct the cost of correcting deficiencies from payments.

If the Contractor fails to conform to the provisions of this section, "Water Pollution Control," the Engineer may order the suspension of work until the project complies with the requirements of this section.

Year-Round

The Contractor shall monitor the National Weather Service weather forecast on a daily basis during the contract. The Contractor may use an alternative weather forecasting service if approved by the Engineer. Appropriate water pollution control practices shall be in place before precipitation.

The Contractor may discontinue earthwork operations for a disturbed area for up to 21 days and the disturbed soil area will still be considered active. When earthwork operations in the disturbed area have been completed, the Contractor shall implement appropriate water pollution control practices within 15 days, or before predicted precipitation, whichever occurs first.

Rainy Season

The Contractor shall provide soil stabilization and sediment control practices during the rainy season between October 15 and April 15.

The Contractor shall implement soil stabilization and sediment control practices a minimum of 10 days before the start of the rainy season.

During the defined rainy season, the active disturbed soil area of the project site shall be not more than 2 hectares. The Engineer may approve expansions of the active disturbed soil area limit if requested in writing. The Contractor shall maintain soil stabilization and sediment control materials on site to protect disturbed soil areas.

INSPECTION AND MAINTENANCE

The WPCM shall inspect the water pollution control practices identified in the SWPPP as follows:

A. Before a forecasted storm,
B. After precipitation that causes site runoff,
C. At 24-hour intervals during extended precipitation,
D. On a predetermined schedule, a minimum of once every 2 weeks outside of the defined rainy season, and
E. On a predetermined schedule, a minimum of once a week during the defined rainy season.

The WPCM shall oversee the maintenance of the water pollution control practices.

The WPCM shall use the Storm Water Quality Construction Site Inspection Checklist provided in the Preparation Manual or an alternative inspection checklist provided by the Engineer. A copy of the completed site inspection checklist shall be submitted to the Engineer within 24 hours of finishing the inspection.

REPORTING REQUIREMENTS

If the Contractor identifies discharges into surface waters or drainage systems causing or potentially causing pollution, or if the project receives a written notice or order from a regulatory agency, the Contractor shall immediately inform the Engineer. The Contractor shall submit a written report to the Engineer within 7 days of the discharge, notice or order. The report shall include the following information:

A. The date, time, location, and nature of the operation, type of discharge and quantity, and the cause of the notice or order.
B. The water pollution control practices used before the discharge, or before receiving the notice or order.
C. The date of placement and type of additional or altered water pollution control practices placed after the discharge, or after receiving the notice or order.
D. A maintenance schedule for affected water pollution control practices.

Annual Certifications

By June 15 of each year, the Contractor shall complete and submit to the Engineer an Annual Certification of Compliance, as contained in the Preparation Manual.

PAYMENT

During each estimate period the Contractor fails to conform to the provisions in this section, "Water Pollution Control," or fails to implement the water pollution control practices shown on the plans or specified elsewhere in these special provisions as items of work, the Department will withhold 25 percent of the progress payment.

Withholds for failure to perform water pollution control work will be in addition to all other withholds provided for in the contract. The Department will return performance-failure withholds in the progress payment following the correction of noncompliance.

The contract lump sum price paid for prepare storm water pollution prevention plan shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in preparing, obtaining approval of, and amending the SWPPP, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Payments for prepare storm water pollution prevention plan will be made as follows:

A. After the SWPPP has been approved by the Engineer, 50 percent of the contract item price for prepare storm water pollution prevention plan will be included in the monthly progress estimate.
B. Forty percent of the contract item price for prepare storm water pollution prevention plan will be paid over the life of the contract.
C. After acceptance of the contract in conformance with the provisions in Section 7-1.17, "Acceptance of Contract," of the Standard Specifications, payment for the remaining 10 percent of the contract item price for prepare storm water pollution prevention plan will be made in conformance with the provisions in Section 9-1.07A, "Payment Prior to Proposed Final Estimate."

Storm water sampling and analysis will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications. No payment will be made for the preparation, collection, analysis, and reporting of storm water samples where appropriate water pollution control practices are not implemented before precipitation or if a failure of a water pollution control practice is not corrected before precipitation.

Implementation of water pollution control practices in areas outside the highway right of way not specifically provided for in the SWPPP or in these special provisions will not be paid for.

Water pollution control practices for which there are separate contract items of work will be measured and paid for as those contract items of work.

10-1.05 CONSTRUCTION SITE MANAGEMENT

Construction site management shall consist of controlling potential sources of water pollution before they come in contact with storm water systems or watercourses. The Contractor shall control material pollution and manage waste and non-storm water existing at the construction site by implementing effective handling, storage, use, and disposal practices.

Attention is directed to "Water Pollution Control" of these special provisions regarding the Contractor's appointment of a water pollution control manager (WPCM) for the project.

The Contractor shall train all employees and subcontractors regarding:

A. Material pollution prevention and control;
B. Waste management;
C. Non-storm water management;
D. Identifying and handling hazardous substances; and
E. Potential dangers to humans and the environment from spills and leaks or exposure to toxic or hazardous substances.

Training shall take place before starting work on this project. New employees shall receive the complete training before starting work on this project. The Contractor shall have regular meetings to discuss and reinforce spill prevention and control; material delivery, storage, use, and disposal; waste management; and non-storm water management procedures.

Instructions for material and waste handling, storage, and spill reporting and cleanup shall be posted at all times in an open, conspicuous, and accessible location at the construction site.

Nonhazardous construction site waste and excess material shall be recycled when practical or disposed of in accordance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications, unless otherwise specified.

Vehicles and equipment at the construction site shall be inspected by the WPCM on a frequent, predetermined schedule, and by the operator each day of use. Leaks shall be repaired immediately, or the vehicle or equipment shall be removed from the construction site.

SPILL PREVENTION AND CONTROL

The Contractor shall implement spill and leak prevention procedures when chemicals or hazardous substances are stored. Spills of petroleum products; substances listed under CFR Title 40, Parts 110, 117, and 302; and sanitary and septic waste shall be contained and cleaned up as soon as is safe.

Minor spills involve small quantities of oil, gasoline, paint, or other material that can be controlled by the first responder upon discovery of the spill. Cleanup of minor spills includes:

A. Containing the spread of the spill,
B. Recovering the spilled material using absorption,
C. Cleaning the contaminated area, and
D. Disposing of contaminated material promptly and properly.

Semi-significant spills are those that can be controlled by the first responder with the help of other personnel. Cleanup of semi-significant spills shall be immediate. Cleanup of semi-significant spills includes:

A. Containing the spread of the spill;
B. Recovering the spilled material using absorption if the spill occurs on paved or an impermeable surface;
C. Containing the spill with an earthen dike and digging up contaminated soil for disposal if the spill occurs on dirt;
D. Covering the spill with plastic or other material to prevent contaminating runoff if the spill occurs during precipitation; and
E. Disposing of contaminated material promptly and properly.

Significant or hazardous spills are those that cannot be controlled by construction personnel. Notifications of these spills shall be immediate. The following steps shall be taken:

A. Construction personnel shall not attempt to cleanup the spill until qualified staff has arrived;
B. Notify the Engineer and follow up with a written report;
C. Obtain the services of a spills contractor or hazardous material team immediately;
D. Notify the local emergency response team by dialing 911 and county officials at the emergency phone numbers kept on the construction site;
E. Notify the Governor's Office of Emergency Services Warning Center at (805) 852-7550;
F. Notify the National Response Center at (800) 424-8802 regarding spills of Federal reportable quantities in conformance with CFR Title 40, Parts 110, 119, and 302;
G. Notify other agencies as appropriate, including:

    1. Fire Department,
    2. Public Works Department,
    3. Coast Guard,
    4. Highway Patrol,
    5. City Police or County Sheriff Department,
    6 Department of Toxic Substances,
    7. California Division of Oil and Gas,
    8. Cal OSHA, or
    9. Regional Water Resources Control Board.

The WPCM shall oversee and enforce proper spill prevention and control measures. Minor, semi-significant, and significant spills shall be reported to the Contractor's WPCM who shall notify the Engineer immediately.

The Contractor shall prevent spills from entering storm water runoff before and during cleanup. Spills shall not be buried or washed with water.

The Contractor shall keep material or waste storage areas clean, well organized, and equipped with enough cleanup supplies for the material being stored. Plastic shall be placed under paving equipment when not in use to catch drips.

MATERIAL MANAGEMENT

Material shall be delivered, used, and stored for this contract in a manner that minimizes or eliminates discharge of material into the air, storm drain systems, or watercourses.

The Contractor shall implement the practices described in this section when taking delivery of, using, or storing the following materials:

A. Hazardous chemicals including:

1. Acids,
2. Lime,
3. Glues,
4. Adhesives,
5. Paints,
6. Solvents, and
7. Curing compounds;

B. Soil stabilizers and binders;
C. Fertilizers;
D. Detergents;
E. Plaster;
F. Petroleum products including:

1. Fuel,
2. Oil, and
3. Grease;

G. Asphalt components and concrete components; and
H. Pesticides and herbicides.

The Contractor shall supply the Material Safety Data Sheet to the Engineer for material used or stored. The Contractor shall keep an accurate inventory of material delivered and stored at the construction site.

Employees trained in emergency spill cleanup procedures shall be present when hazardous materials or chemicals are unloaded.

The Contractor shall use recycled or less hazardous products when practical.

Material Storage

The Contractor shall store liquids, petroleum products, and substances listed in CFR Title 40, Parts 110, 117, and 302 in containers or drums approved by the United States Environmental Protection Agency, and place them in secondary containment facilities.

Secondary containment facilities shall be impervious to the materials stored there for a minimum contact time of 72 hours.

Throughout the rainy season secondary containment facilities shall be covered during non-working days and when precipitation is predicted. Secondary containment facilities shall be adequately ventilated.

The Contractor shall keep the secondary containment facility free of accumulated rainwater or spills. After precipitation, or in the event of spills or leaks, accumulated liquid shall be collected and placed into drums within 24 hours. These liquids shall be handled as hazardous waste in accordance with the provisions in "Hazardous Waste" of these special provisions, unless testing determines them to be nonhazardous.

Incompatible materials, such as chlorine and ammonia, shall not be stored in the same secondary containment facility.

Materials shall be stored in the original containers with the original product labels maintained in legible condition. Damaged or illegible labels shall be replaced immediately.

The secondary containment facility shall have the capacity to contain precipitation from a 24-hour-long, 25-year storm; and 10 percent of the aggregate volume of all containers, or all of the volume of the largest container within the facility, whichever is greater.

The Contractor shall store bagged or boxed material on pallets. Throughout the rainy season, bagged or boxed material shall be protected from wind and rain during non-working days and when precipitation is predicted.

The Contractor shall provide sufficient separation between stored containers to allow for spill cleanup or emergency response access. Storage areas shall be kept clean, well organized, and equipped with cleanup supplies appropriate for the materials being stored.

The Contractor shall repair or replace perimeter controls, containment structures, covers, and liners as needed. Storage areas shall be inspected before and after precipitation, and at least weekly during other times.

Stockpile Management

The Contractor shall reduce or eliminate potential air and water pollution from stockpiled material including soil, paving material, or pressure treated wood. Stockpiles shall be located out of floodplains when possible, and at least 15 m from concentrated flows of storm water, drainage courses, or inlets unless written approval is obtained from the Engineer.

The Contractor may discontinue adding or removing material for up to 21 days and a stockpile will still be considered active.

The Contractor shall protect active stockpiles with plastic or geotextile cover, soil stabilization measures, or with linear sediment barrier when precipitation is predicted. Active stockpiles of cold mix asphalt concrete shall be placed on an impervious surface and covered with plastic when precipitation is predicted.

The Contractor shall protect inactive soil stockpiles with a plastic or geotextile cover, or with soil stabilization measures at all times during the rainy season. A linear sediment barrier around the perimeter of the stockpile shall also be used. During the non-rainy season soil stockpiles shall be covered and protected with a linear sediment barrier when precipitation is predicted. The Contractor shall control wind erosion during dry weather as provided in Section 10, "Dust Control," of the Standard Specifications.

Stockpiles of portland cement concrete rubble, asphalt concrete, asphalt concrete rubble, aggregate base, or aggregate subbase shall be covered with plastic or geotextile, or protected with a linear sediment barrier at all times during the rainy season, and when precipitation is predicted during the non-rainy season.

Stockpiles of cold mix asphalt concrete shall be placed on and covered with impermeable material at all times during the rainy season, and when precipitation is predicted during the non-rainy season.

Stockpiles of pressure treated wood shall be covered with impermeable material and placed on pallets at all times during the rainy season, and when precipitation is predicted during the non-rainy season.

The Contractor shall repair or replace linear sediment barriers and covers as needed or as directed by the Engineer to keep them functioning properly. Sediment shall be removed when it accumulates to 1/3 of the linear sediment barrier height.

WASTE MANAGEMENT

Solid Waste

The Contractor shall not allow litter or debris to accumulate anywhere on the construction site, including storm drain grates, trash racks, and ditch lines. The Contractor shall pick up and remove trash and debris from the construction site at least once a week. The WPCM shall monitor solid waste storage and disposal procedures on the construction site. The Contractor shall provide enough dumpsters of sufficient size to contain the solid waste generated by the project. Dumpsters shall be emptied when refuse reaches the fill line. Dumpsters shall be watertight. The Contractor shall not wash out dumpsters on the construction site. The Contractor shall provide additional containers and more frequent pickup during the demolition phase of construction

Solid waste includes:

A. Brick,
B. Mortar,
C. Timber,
D. Metal scraps,
E. Sawdust,
F. Pipe,
G. Electrical cuttings,
H. Non-hazardous equipment parts,
I. Styrofoam and other packaging materials,
J. Vegetative material and plant containers from highway planting, and
K. Litter and smoking material, including litter generated randomly by the public.

Trash receptacles shall be provided and used in the Contractor's yard, field trailers, and locations where workers gather for lunch and breaks.

Hazardous Waste

The Contractor shall implement hazardous waste management practices when waste is generated on the construction site from the following substances:

A. Petroleum products,
B. Asphalt products,
C. Concrete curing compound,
D. Pesticides,

E. Acids,
F. Paints,
G. Stains,
H. Solvents,
I. Wood preservatives,
J. Roofing tar, and
K. Materials classified as hazardous by California Code of Regulations, Title 22, Division 4.5; or listed in CFR Title 40, Parts 110, 117, 261, or 302.

Nothing in these special provisions shall relieve the Contractor of the responsibility for compliance with Federal, State, and local laws regarding storage, handling, transportation, and disposal of hazardous wastes.

The WPCM shall oversee and enforce hazardous waste management practices. Production of hazardous materials and hazardous waste on the construction site shall be kept to a minimum. Perimeter controls, containment structures, covers, and liners shall be repaired or replaced when damaged.

The Contractor shall have a laboratory certified by the Department of Health Services (DHS) sample and test waste when hazardous material levels are unknown to determine safe methods for storage and disposal.

The Contractor shall segregate potentially hazardous waste from nonhazardous waste at the construction site. Hazardous waste shall be handled, stored, and disposed of as required in California Code of Regulations, Title 22, Division 4.5, Section 66262.34; and in CFR Title 49, Parts 261, 262, and 263.

The Contractor shall store hazardous waste in sealed containers constructed and labeled with the contents and date accumulated as required in California Code of Regulations, Title 22, Division 4.5; and in CFR Title 49, Parts 172, 173, 178, and 179. Hazardous waste containers shall be kept in temporary containment facilities conforming to the provisions in "Material Storage" of these special provisions.

There shall be adequate storage volume and containers shall be conveniently located for hazardous waste collection. Containers of hazardous waste shall not be overfilled and hazardous wastes shall not be mixed. Containers of dry waste that are not watertight shall be stored on pallets. The Contractor shall not allow potentially hazardous waste to accumulate on the ground. Hazardous waste shall be stored away from storm drains, watercourses, moving vehicles, and equipment.

The Contractor shall clean water based or oil based paint from brushes or equipment within a contained area and shall not contaminate soil, watercourses, or storm drain systems. Paints, thinners, solvents, residues, and sludges that cannot be recycled or reused shall be disposed of as hazardous waste. When thoroughly dry, latex paint and paint cans, used brushes, rags, absorbent materials, and drop cloths shall be disposed of as solid waste.

The Contractor shall dispose of hazardous waste within 90 days of being generated. Hazardous waste shall be disposed of by a licensed hazardous waste transporter using uniform hazardous waste manifest forms and taken to a Class I Disposal Site. A copy of the manifest shall be provided to the Engineer.

Contaminated Soil

The Contractor shall identify contaminated soil from spills or leaks by noticing discoloration, odors, or differences in soil properties. Soil with evidence of contamination shall be sampled and tested by a laboratory certified by DHS. If levels of contamination are found to be hazardous, the soil shall be handled and disposed of as hazardous waste.

The Contractor shall prevent the flow of water, including ground water, from mixing with contaminated soil by using one or a combination of the following measures:

A. Berms,
B. Cofferdams,
C. Grout curtains,
D. Freeze walls, or
E. Concrete seal course.

If water mixes with contaminated soil and becomes contaminated, the water shall be sampled and tested by a laboratory certified by the DHS. If levels of contamination are found to be hazardous, the water shall be handled and disposed of as hazardous waste.

Concrete Waste

The Contractor shall implement practices to prevent the discharge of portland cement concrete or asphalt concrete waste into storm drain systems or watercourses.

Portland cement concrete or asphalt concrete waste shall be collected at the following locations and disposed of:

A. Where concrete material, including grout, is used;

B. Where concrete dust and debris result from demolition;
C. Where sawcutting, coring, grinding, grooving, or hydro-concrete demolition of portland cement concrete or asphalt concrete creates a residue or slurry; or
D. Where concrete trucks or other concrete-coated equipment is cleaned at the construction site.

Sanitary and Septic Waste

Wastewater from sanitary or septic systems shall not be discharged or buried within the Department right of way. The WPCM shall inspect sanitary or septic waste storage and monitor disposal procedures at least weekly. Sanitary facilities that discharge to the sanitary sewer system shall be properly connected and free from leaks.

The Contractor shall obtain written approval from the local health agency, city, county, and sewer district before discharging from a sanitary or septic system directly into a sanitary sewer system, and provide a copy to the Engineer. The Contractor shall comply with local health agency requirements when using an on-site disposal system.

Liquid Waste

The Contractor shall not allow construction site liquid waste, including the following, to enter storm drain systems or watercourses:

A. Drilling slurries or fluids,
B. Grease-free or oil-free wastewater or rinse water,
C. Dredgings,
D. Liquid waste running off a surface including wash or rinse water, or
E. Other non-storm water liquids not covered by separate permits.

The Contractor shall hold liquid waste in structurally sound, leak proof containers such as:

A. Sediment traps,
B. Roll-off bins, or
C. Portable tanks.

Liquid waste containers shall be of sufficient quantity and volume to prevent spills and leaks. The containers shall be stored at least 15 m from storm drains, watercourses, moving vehicles, and equipment.

The Contractor shall remove and dispose of deposited solids from sediment traps as provided in "Solid Waste" of these special provisions, unless determined infeasible by the Engineer.

Liquid waste may require testing to determine hazardous material content before disposal.

Drilling fluids and residue shall be disposed of outside the highway right of way. If the Engineer determines that an appropriate location is available, fluids and residue exempt under California Code of Regulations, Title 23, Section 2511(g) may be dried by infiltration and evaporation in a leak proof container. The remaining solid waste may be disposed of as provided in "Solid Waste" of these special provisions.

NON-STORM WATER MANAGEMENT

Water Control and Conservation

The Contractor shall prevent erosion or the discharge of pollutants into storm drain systems or watercourses by managing the water used for construction operations. The Contractor shall obtain the Engineer's approval before washing anything on the construction site with water that could discharge into a storm drain system or watercourse. Discharges shall be reported to the Engineer immediately.

The Contractor shall implement water conservation practices when water is used on the construction site. Irrigation areas shall be inspected and watering schedules shall be adjusted to prevent erosion, excess watering, or runoff. The Contractor shall shut off the water source to broken lines, sprinklers, or valves, and they shall be repaired as soon as possible. When possible, water from waterline flushing shall be reused for landscape irrigation. Paved areas shall be swept and vacuumed, not washed with water.

Construction water runoff, including water from water line repair, shall be directed to areas to infiltrate into the ground and shall not be allowed to enter storm drain systems or watercourses. Spilled water shall not be allowed to escape water truck filling areas. When possible, the Contractor shall direct water from off-site sources around the construction site, or shall minimize contact with the construction site.

Illegal Connection and Discharge Detection and Reporting

The Contractor shall inspect the construction site and the site perimeter before beginning work for evidence of illegal connections, discharges, or dumping. Subsequently, the construction site and perimeter shall be inspected on a frequent, predetermined schedule.

The Contractor shall immediately notify the Engineer when illegal connections, discharges, or dumping are discovered. The Contractor shall take no further action unless directed by the Engineer. Unlabeled or unidentifiable material shall be assumed to be hazardous.

The Contractor shall look for the following evidence of illegal connections, discharges, or dumping:

A. Debris or trash piles,
B. Staining or discoloration on pavement or soils,
C. Pungent odors coming from drainage systems,
D. Discoloration or oily sheen on water,
E. Stains or residue in ditches, channels or drain boxes,
F. Abnormal water flow during dry weather,
G. Excessive sediment deposits,
H. Nonstandard drainage junction structures, or
I. Broken concrete or other disturbances near junction structures.

Vehicle and Equipment Cleaning

The Contractor shall limit vehicle and equipment cleaning or washing on the construction site to that necessary to control vehicle tracking or hazardous waste. Vehicles and equipment shall not be cleaned on the construction site with soap, solvents, or steam until the Engineer has been notified. The resulting waste shall be contained and recycled, or disposed of as provided in "Liquid Waste" or "Hazardous Waste" of these special provisions, whichever is applicable. The Contractor shall not use diesel to clean vehicles or equipment, and shall minimize the use of solvents.

The Contractor shall clean or wash vehicles and equipment in a structure equipped with disposal facilities. If using a structure is not possible, vehicles and equipment shall be cleaned or washed in an outside area with the following characteristics:

A. Located at least 15 m from storm drainage systems or watercourses,
B. Paved with asphalt concrete or portland cement concrete,
C. Surrounded by a containment berm, and
D. Equipped with a sump to collect and dispose of wash water.

When washing vehicles or equipment with water, the Contractor shall use as little water as possible. Hoses shall be equipped with a positive shutoff valve.

Wash racks shall discharge to a recycle system or to another system approved by the Engineer. Sumps shall be inspected regularly, and liquids and sediments shall be removed as needed.

Vehicle and Equipment Fueling and Maintenance

The Contractor shall fuel or perform maintenance on vehicles and equipment off the construction site whenever practical. When fueling or maintenance must be done at the construction site, the Contractor shall designate a site, or sites, and obtain approval from the Engineer before using. The fueling or maintenance site shall be protected from storm water, shall be on level ground, and shall be located at least 15 m from drainage inlets or watercourses. The WPCM shall inspect the fueling or maintenance site regularly. Mobile fueling or maintenance shall be kept to a minimum.

The Contractor shall use containment berms or dikes around the fueling and maintenance area. Adequate amounts of absorbent spill cleanup material and spill kits shall be kept in the fueling and maintenance area and on fueling trucks. Spill cleanup material and kits shall be disposed of immediately after use. Drip pans or absorbent pads shall be used during fueling or maintenance unless performed over an impermeable surface.

Fueling or maintenance operations shall not be left unattended. Fueling nozzles shall be equipped with an automatic shutoff control. Vapor recovery fueling nozzles shall be used where required by the Air Quality Management District. Nozzles shall be secured upright when not in use. Fuel tanks shall not be topped-off.

The Contractor shall recycle or properly dispose of used batteries and tires.

Material and Equipment Used Over Water

Drip pans and absorbent pads shall be placed under vehicles or equipment used over water, and an adequate supply of spill cleanup material shall be kept with the vehicle or equipment. Drip pans or plastic sheeting shall be placed under

vehicles or equipment on docks, barges, or other surfaces over water when the vehicle or equipment will be idle for more than one hour.

The Contractor shall provide watertight curbs or toe boards on barges, platforms, docks, or other surfaces over water to contain material, debris, and tools. Material shall be secured to prevent spills or discharge into water due to wind.

Structure Removal Over or Adjacent to Water

The Contractor shall not allow demolished material to enter storm water systems or watercourses. The Contractor shall use covers and platforms approved by the Engineer to collect debris. Attachments shall be used on equipment to catch debris on small demolition operations. Debris catching devices shall be emptied regularly and debris shall be handled as provided in "Waste Management" of these special provisions.

The WPCM shall inspect demolition sites within 15 m of storm water systems or watercourses every day.

Paving, Sealing, Sawcutting, and Grinding Operations

The Contractor shall prevent the following material from entering storm drain systems or watercourses:

A. Cementitious material,
B. Asphaltic material,
C. Aggregate or screenings,
D. Grinding or sawcutting residue,
E. Pavement chunks, or
F. Shoulder backing.

The Contractor shall cover drainage inlets and use linear sediment barriers to protect downhill watercourses until paving, sealing, sawcutting, or grinding operations are completed and excess material has been removed. Drainage inlets and manholes shall be covered during the application of seal coat, tack coat, slurry seal, or fog seal.

During the rainy season or when precipitation is predicted, paving, sawcutting, and grinding operations shall be limited to places where runoff can be captured. Seal coat, tack coat, slurry seal, or fog seal operations shall not begin if precipitation is predicted for the application or the curing period. The Contractor shall not excavate material from existing roadways during precipitation.

The Contractor shall vacuum up slurry from sawcutting operations immediately after the slurry is produced. Slurry shall not be allowed to run onto lanes open to public traffic or off the pavement.

The Contractor shall collect residue from portland cement concrete grinding operations with a vacuum attachment on the grinding machine. The residue shall not be left on the pavement or allowed to flow across the pavement.

Material excavated from existing roadways may be stockpiled as provided in "Stockpile Management" of these special provisions if approved by the Engineer. Asphalt concrete chunks used in embankment shall be placed above the water table and covered by at least 0.3-m of material.

Substances used to coat asphalt trucks and equipment shall not contain soap, foaming agents, or toxic chemicals.

Thermoplastic Striping and Pavement Markers

Thermoplastic striping and preheating equipment shutoff valves shall work properly at all times when on the construction site. The Contractor shall not preheat, transfer, or load thermoplastic within 15 m of drainage inlets or watercourses. The Contractor shall not fill the preheating container to more than 150 mm from the top. Truck beds shall be cleaned daily of scraps or melted thermoplastic.

The Contractor shall not unload, transfer, or load bituminous material for pavement markers within 15 m of drainage inlets or watercourses. All pressure shall be released from melting tanks before removing the lid to fill or service. Melting tanks shall not be filled to more than 150 mm from the top.

The Contractor shall collect bituminous material from the roadway after marker removal.

Pile Driving

The Contractor shall keep spill kits and cleanup material at pile driving locations. Pile driving equipment shall be parked over drip pans, absorbent pads, or plastic sheeting where possible. When not in use, pile driving equipment shall be stored at least 15 m from concentrated flows of storm water, drainage courses, or inlets. The Contractor shall protect pile driving equipment by parking it on plywood and covering it with plastic when precipitation is predicted. The WPCM shall inspect the pile driving area every day for leaks and spills.

The Contractor shall use vegetable oil instead of hydraulic fluid when practical.

Concrete Curing

The Contractor shall not overspray chemical curing compound. Drift shall be minimized by spraying as close to the concrete as possible. Drainage inlets shall be covered before applying curing compound.

The Contractor shall minimize the use and discharge of water by using wet blankets or similar methods to maintain moisture when curing concrete.

Concrete Finishing

The Contractor shall collect and dispose of water and solid waste from high-pressure water blasting. Drainage inlets within 15 m shall be covered before sandblasting. The nozzle shall be kept as close to the surface of the concrete as possible to minimize drift of dust and blast material. Blast residue may contain hazardous material.

Containment structures for concrete finishing operations shall be inspected for damage before each day of use and before predicted precipitation. Liquid and solid waste shall be removed from the containment structure after each work shift.

DEWATERING

Dewatering shall consist of discharging accumulated storm water, ground water, or surface water from excavations or temporary containment facilities. The Contractor shall discharge water within the limits of the project.

Dewatering discharge shall not cause erosion, scour, or sedimentary deposits that impact natural bedding materials.

The Contractor shall conduct dewatering activities in accordance with the Field Guide for Construction Dewatering available at:

http://www.dot.ca.gov/hq/construc/stormwater/manuals.htm

Before dewatering the Contractor shall submit a Dewatering and Discharge Plan to the Engineer in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications and "Water Pollution Control," of these special provisions. At a minimum, the Dewatering and Discharge Plan shall include the following:

A. A title sheet and table of contents;
B. A description of the dewatering and discharge operations detailing the locations, quantity of water, equipment, and discharge point;
C. The estimated schedule for dewatering and discharge (begin and end dates, intermittent or continuous);
D. Discharge alternatives such as dust control or percolation; and
E. Visual monitoring procedures with inspection log.

The Contractor shall not discharge storm water or non-storm water that has an odor, discoloration other than sediment, an oily sheen, or foam on the surface and shall notify the Engineer immediately upon discovery.

If water cannot be discharged within the project limits due to site constraints it shall be disposed of in the same manner specified for material in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

PAYMENT

The contract lump sum price paid for construction site management shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in spill prevention and control, material management, waste management, non-storm water management, and dewatering and identifying, sampling, testing, handling, and disposing of hazardous waste, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.06 STREET SWEEPING

Street sweeping shall be conducted where sediment is tracked from the job site onto paved roads, as described in the approved Storm Water Pollution Prevention Plan (SWPPP) in accordance with "Water Pollution Control" of these special provisions, and as directed by the Engineer.

Street sweeping shall be one of the water pollution control practices for sediment control. The SWPPP shall include the use of street sweeping. Street sweeping shall be performed in accordance with Section 4, SC-7 in the Construction Site Best Management Practices Manual of the Caltrans Storm Water Quality Handbooks.

The number of street sweepers shall be as designated in the approved SWPPP. The Contractor shall maintain at least one sweeper on the job site at all times during the period that sweeping work is required. Sweepers shall be self-loading, motorized, and shall have spray nozzles. Sweepers may include a vacuum apparatus.

Street sweeping shall start at the beginning of clearing and grubbing and shall continue until completion of the project, or as directed by the Engineer. Street sweeping shall be performed immediately after soil disturbing activities occur or offsite tracking of material is observed. Street sweeping shall be performed so that dust is minimized. If dust generation is excessive or sediment pickup is ineffective as determined by the Engineer, the use of water or a vacuum will be required.

At the option of the Contractor, collected material may be temporarily stockpiled in accordance with the approved SWPPP. Collected material shall be disposed of at least once per week.

Material collected during street sweeping operations shall be disposed of in conformance with Section 7-1.13, "Disposal of Material Outside The Highway Right Of Way," of the Standard Specifications.

MEASUREMENT AND PAYMENT

The contract lump sum price paid for street sweeping shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in street sweeping, including disposal of collected material, as shown on the plans, as specified in the Standard Specifications, these special provisions, and as directed by the Engineer.

10-1.07 TEMPORARY CULVERTS

Temporary culverts shall be furnished, installed, maintained, and later removed as shown on the plans, as specified in these special provisions and as directed by the Engineer.

The size and type of temporary culvert to be installed at each location shall be at the option of the Contractor; however, the culvert shall be capable of sustaining the intended load and of discharging a quantity of water equivalent to the type and size of culvert shown on the plans. Adequacy as to equivalent strength and capacity shall be subject to approval, in writing, by the Engineer.

Used materials may be installed provided the used materials are good, sound and are suitable for the purpose intended, as determined by the Engineer.

Excavation and backfill for temporary culverts shall be performed in a manner that will provide adequate support for the culvert with a firm, nonsettling foundation for the roadbeds to be constructed over the culverts.

Temporary culverts that are damaged from any cause during the progress of the work shall be repaired or replaced by the Contractor at the Contractor's expense.

When no longer required for the work as determined by the Engineer, temporary culverts shall be removed. Removed facilities shall become the property of the Contractor and shall be removed from the site of the work, except as otherwise provided in this section.

Removed temporary culverts that are not damaged may be installed in the permanent work provided the culverts conform to the requirements specified for the permanent work and the culverts are new when installed as temporary culverts.

Trenches and pits caused by the removal of temporary culverts shall be backfilled in conformance with the provisions in the second paragraph of Section 15-1.02, "Preservation of Property," of the Standard Specifications.

Regardless of the sizes or kinds of temporary culverts installed, temporary culverts will be measured and paid for by the meter for the sizes of temporary culverts shown on the plans and listed in the Engineer's Estimate in the same manner specified for corrugated metal pipe in Section 66-4.01, "Measurement," and Section 66-4.02, "Payment," of the Standard Specifications.

Full compensation for maintaining, removing and disposing of temporary culverts shall be considered as included in the contract prices paid per meter for the various sizes or kinds of temporary culverts and no additional compensation will be allowed therefor.

10-1.08 TEMPORARY CONCRETE WASHOUT FACILITY

Temporary concrete washout facilities shall be constructed, maintained, and later removed at the locations shown on the approved Storm Water Pollution Prevention Plan (SWPPP) in conformance with "Water Pollution Control" of these special provisions, and in conformance with details shown on the plans and these special provisions.

Temporary concrete washout facilities shall be one of the water pollution control practices for waste management and materials pollution control. The SWPPP shall include the use of temporary concrete washout facilities.

MATERIALS

Plastic Liner

Plastic liners shall be single ply, new polyethylene sheeting, a minimum of 0.25-mm thick and shall be free of holes, punctures, tears or other defects that compromise the impermeability of the material. Plastic liners shall not have seams or overlapping joints.

Gravel-filled Bags

Gravel bag fabric shall be nonwoven polypropylene geotextile (or comparable polymer) and shall conform to the following requirements:

Specification	Requirements
Mass per unit area, grams per square meter, min. ASTM Designation: D 5261	270
Grab tensile strength (25-mm grip), kilonewtons, min. ASTM Designation: D4632*	0.89
Ultraviolet stability, percent tensile strength retained after 500 hours, ASTM Designation: D4355, xenon arc lamp method	70

* or appropriate test method for specific polymer

Gravel bags shall be between 600 mm and 800 mm in length, and between 400 mm and 500 mm in width.

Yarn used for binding gravel bags shall be as recommended by the manufacturer or bag supplier and shall be of a contrasting color.

Gravel shall be between 10 mm and 20 mm in diameter, and shall be clean and free from clay balls, organic matter, and other deleterious materials.

The opening of gravel-filled bags shall be secured to prevent gravel from escaping. Gravel-filled bags shall be between 13 kg and 22 kg in mass.

Straw Bales

Straw for straw bales shall conform to the provisions in Section 20-2.06, "Straw," of the Standard Specifications.

Straw bales shall be a minimum of 360 mm in width, 450 mm in height, 900 mm in length and shall have a minimum mass of 23 kg. The straw bale shall be composed entirely of vegetative matter, except for binding material.

Straw bales shall be bound by either wire, nylon or polypropylene string. Jute or cotton binding shall not be used. Baling wire shall be a minimum 1.57 mm in diameter. Nylon or polypropylene string shall be approximately 2 mm in diameter with 360 N of breaking strength.

Stakes

Stakes shall be wood or metal. Wood stakes shall be untreated fir, redwood, cedar, or pine and cut from sound timber. They shall be straight and free of loose or unsound knots or other defects which would render them unfit for the purpose intended. Wood stakes shall be a minimum 50 mm x 50 mm in size. Metal stakes may be used as an alternative, and shall be a minimum 13 mm in diameter. Stakes shall be a minimum 1.2 m in length. The tops of the metal stakes shall be bent at a 90-degree angle or capped with an orange or red plastic safety cap that fits snugly to the metal stake. The Contractor shall submit a sample of the metal stake and plastic cap, if used, for the Engineer's approval before installation.

Staples

Staples shall be as shown on the plans. An alternative attachment device such as geotextile pins or plastic pegs may be used instead of staples. The Contractor shall submit a sample of the alternative attachment device for the Engineer's approval before installation.

Signs

Wood posts for signs shall conform to the provisions in Section 56-2.02B, "Wood Posts," of the Standard Specifications. Lag screws shall conform to the provisions in Section 56-2.02D, "Sign Panel Fastening Hardware," of the Standard Specifications.

Plywood shall be freshly painted for each installation with not less than 2 applications of flat white paint. Sign letters shown on the plans shall be stenciled with commercial quality exterior black paint. Testing of paint will not be required.

INSTALLATION

Temporary concrete washout facilities shall be as follows:

1. Temporary concrete washout facilities shall be installed before beginning placement of concrete and located a minimum of 15 m from storm drain inlets, open drainage facilities, and water courses unless determined infeasible by the Engineer. Temporary concrete washout facilities shall be located away from construction traffic or access areas at a location determined by the Contractor and approved by the Engineer.

2. A sign shall be installed adjacent to each washout facility at a location determined by the Contractor and approved by the Engineer. Signs shall be installed in conformance with the provisions in Section 56-2.03, "Construction," and Section 56-2.04, "Sign Panel Installation," of the Standard Specifications.
3. The length and width of a temporary concrete washout facility may be increased from the minimum dimensions shown on the plans upon approval of the Engineer.
4. Temporary concrete washout facilities shall be constructed in sufficient quantity and size to contain liquid and concrete waste generated by washout operations for concrete wastes. These facilities shall be constructed to contain liquid and concrete waste without seepage, spills, or overflow.
5. Berms for below grade temporary concrete washout facilities shall be constructed from compacted native material. Gravel may be used in conjunction with compacted native material.
6. A plastic liner shall be installed in below grade temporary concrete washout facilities.

Details for an alternative temporary concrete washout facility shall be submitted to the Engineer for approval at least 7 days before installation.

When temporary concrete washout facilities are no longer required for the work, as determined by the Engineer, the hardened concrete and liquid residue shall be removed and disposed of in conformance with the provisions in Section 15-3.02, "Removal Methods," of the Standard Specifications. Temporary concrete washout facilities shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Ground disturbance, including holes and depressions, caused by the installation and removal of the temporary concrete washout facilities shall be backfilled and repaired in conformance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

MAINTENANCE

Temporary concrete washout facilities shall be maintained to provide adequate holding capacity with a minimum freeboard of 300 mm. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and returning the facilities to a functional condition. Hardened concrete materials shall be removed and disposed of in conformance with the provisions in Section 15-3.02, "Removal Methods," of the Standard Specifications. Holes, rips, and voids in the plastic liner shall be patched and repaired by taping or the plastic liner shall be replaced. The plastic liner shall be replaced when patches or repairs compromise the impermeability of the material as determined by the Engineer.

Gravel bags shall be replaced when the bag material is ruptured or when the yarn has failed, allowing the bag contents to spill out.

Temporary concrete washout facilities shall be repaired or replaced on the same day the damage occurs. Damage to temporary concrete washout facilities resulting from the Contractor's vehicles, equipment, or operations shall be repaired at the Contractor’s expense.

MEASUREMENT AND PAYMENT

Quantities of temporary concrete washout facilities will be measured as units determined from actual count in place.

The contract unit price paid for temporary concrete washout facility shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in constructing a temporary concrete washout facility, complete in place, including excavation and backfill, maintenance, and removal, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.09 TEMPORARY FIBER ROLL

Temporary fiber roll shall be furnished, installed, maintained, and later removed at the locations shown on the approved Storm Water Pollution Prevention Plan (SWPPP) in conformance with "Water Pollution Control" of these special provisions, and in conformance with details shown on the plans and these special provisions.

Temporary fiber roll shall be installed at locations shown as on the plans.

Temporary fiber roll shall be one of the water pollution control practices for sediment control. The SWPPP shall include the use of temporary fiber roll.

Temporary fiber roll shall be either Type 1 or Type 2.

MATERIALS

Fiber Roll

Fiber roll shall be either:

1. Constructed with a premanufactured blanket consisting of either wood excelsior, rice or wheat straw, or coconut fibers or a combination of these materials. The blanket shall be between 2.0 m and 2.4 m in width and between 20 m and 29 m in length. Wood excelsior shall be individual fibers, of which 80 percent shall be 150 mm or longer in length. The blanket shall have a biodegradable jute, sisal, or coir fiber netting on at least one side. The blanket shall be rolled along the width and secured with jute twine spaced 2 m apart along the full length of the roll and placed 150 mm from the ends of each roll. The finished roll shall be between 200 mm and 250 mm in diameter, a minimum of 6 m in length, and shall weigh a minimum 0.81-kg/m. More than one blanket may be required to achieve the finished roll diameter. When more than one blanket is required, blankets shall be jointed longitudinally with an overlap of 150 mm along the length of the blanket.
2. A premanufactured roll of rice or wheat straw, wood excelsior, or coconut fiber encapsulated within a biodegradable jute, sisal, or coir fiber netting. The netting shall have a minimum durability of one year after installation. The netting shall be secured tightly at each end of the roll. Rolls shall be between 200 mm and 300 mm in diameter. Rolls between 200 mm and 250 mm in diameter shall have a minimum weight of 1.6 kg/m and a minimum length of 6 m. Rolls between 250 mm and 300 mm in diameter shall have a minimum weight of 4.5 kg/m and a minimum length of 3 m.

Stakes

Wood stakes shall be a minimum of 19 mm x 19 mm x 450 mm in size for Type 1 installation, or a minimum of 19 mm x 38 mm x 450 mm in size for Type 2 installation. Wood stakes shall be untreated fir, redwood, cedar, or pine and cut from sound timber. They shall be straight and free of loose or unsound knots and other defects which would render them unfit for the purpose intended. Metal stakes shall not be used.

Rope

Rope shall be biodegradable, such as sisal or manila, with a minimum diameter of 6.35 mm.

INSTALLATION

Temporary fiber roll shall be installed as follows:

1. Temporary fiber roll (Type 1): Furrows shall be constructed to a depth between 50 mm and 100 mm, and to a sufficient width to hold the fiber roll. Stakes shall be installed 600 mm apart along the length of the fiber rolls and stopped at 300 mm from each end of the rolls. Stakes shall be driven to a maximum of 50 mm above, or flush with the top of the roll.
2. Temporary fiber roll (Type 2): Rope and notched stakes shall be used to restrain the fiber rolls against the slope. Stakes shall be driven into the slope until the notch is even with the top of the fiber roll. Rope shall be knotted at each stake and laced between stakes. After installation of the rope, stakes shall be driven into the slope such that the rope will hold the fiber roll tightly to the slope. Furrows will not be required.
3. Temporary fiber rolls shall be placed as shown on the plans.
4. The bedding area for the fiber roll shall be cleared of obstructions including rocks, clods, and debris greater than 25 mm in diameter before installation.
5. Temporary fiber rolls shall be installed approximately parallel to the slope contour.

When no longer required, as determined by the Engineer, temporary fiber rolls shall be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications. Temporary fiber rolls may be abandoned in place when approved in writing by the Engineer.

Ground disturbances including holes and depressions caused by the installation and removal of the temporary fiber roll shall be backfilled and repaired in conformance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

MAINTENANCE

Temporary fiber rolls shall be maintained to disperse concentrated water runoff and to reduce runoff velocities. Split, torn, or unraveling rolls shall be repaired or replaced. Broken or split stakes shall be replaced. Sagging or slumping fiber rolls shall be repaired with additional stakes or replaced. Locations where rills and other evidence of concentrated runoff

have occurred beneath the rolls shall be corrected. Temporary fiber rolls shall be repaired or replaced within 24 hours of identifying the deficiency.

MEASUREMENT AND PAYMENT

Quantities of temporary fiber rolls to be paid for will be determined by the meter measured along the centerline of the installed roll. Where temporary fiber rolls are joined and overlapped, the overlap will be measured as a single installed roll.

The contract price paid per meter for temporary fiber roll shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in installing temporary fiber rolls, complete in place, including furrow excavation and backfill, and removal, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Damage to temporary fiber rolls resulting from the Contractor's vehicles, equipment, or operations shall be repaired at the Contractor's expense.

The cost of maintaining temporary fiber rolls will be borne equally by the State and the Contractor. The division of cost will be made by determining the cost of maintaining temporary fiber rolls in conformance with the provisions in Section 9-1.03, "Force Account Payment," of the Standard Specifications and paying half of that cost to the Contractor.

Cleanup, repair, removal, disposal, or replacement due to improper installation or the Contractor's negligence will not be considered as included in the cost for performing maintenance.

10-1.10 TEMPORARY FENCE (TYPE ESA)

Temporary fence (Type ESA) shall be furnished, installed, maintained, and later removed in conformance with the details shown on the plans, as specified in these special provisions and as directed by the Engineer.

MATERIALS

Used materials may be installed provided the used materials conform to these special provisions. Materials for temporary fence (Type ESA) shall conform to the following:

High Visibility Fabric

High visibility fabric shall be machine produced, orange colored mesh manufactured from polypropylene or polyethylene. High visibility fabric may be made of recycled materials. Materials shall not contain biodegradable filler materials that can degrade the physical or chemical characteristics of the finished fabric. High visibility fabric shall be fully stabilized ultraviolet resistant, shall be a minimum of 1.22 m in width with a maximum mesh opening of 50 mm x 50 mm. High visibility fabric shall be furnished in one continuous width and shall not be spliced to conform to the specified width dimension.

Posts

Posts for temporary fence (Type ESA) shall be of one of the following:

A. Wood posts shall be fir or pine, shall have a minimum cross section of 50 mm x 50 mm, and a minimum length of 1.6 m. The end of the post to be embedded in the soil shall be pointed. Wood posts shall not be treated with wood preservative.
B. Steel posts shall have a "U", "T", "L" or other cross sectional shape that resists failure by lateral loads. Steel posts shall have a minimum mass per length of 1.1 kg/m and a minimum length of 1.6 m. One end of the steel post shall be pointed and the other end shall have a high visibility colored top.

Fasteners

Fasteners for attaching high visibility fabric to the posts shall be as follows:

A. The high visibility fabric shall be attached to wooden posts with commercial quality nails or staples, or as recommended by the manufacturer or supplier.
B. Tie wire or locking plastic fasteners shall be used for attaching the high visibility fabric to steel posts. Maximum spacing of tie wire or fasteners shall be 600 mm along the length of the steel post.

INSTALLATION

Temporary fence (Type ESA) shall be installed as follows:

A. All fence construction activities shall be conducted from outside the ESA as shown on the plans or as staked.

B. Posts shall be embedded in the soil a minimum of 380 mm. Post spacing shall be 2.5 m maximum from center to center and shall at all times support the fence in a vertical position.
C. Temporary fence (Type ESA) shall be constructed prior to clearing and grubbing work, shall enclose the foliage canopy (drip line) of protected plants, and shall not encroach upon visible roots of the plants.

When Type ESA temporary fence is no longer required, as determined by the Engineer, the temporary fence shall become the property of the Contractor and shall be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications, except when reused as provided in this section.

Holes caused by the removal of temporary fence (Type ESA) shall be backfilled in conformance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

MAINTENANCE

Temporary fence (Type ESA) that is damaged during the progress of the work shall be repaired or replaced by the Contractor the same day the damage occurs.

MEASUREMENT AND PAYMENT

Temporary fence (Type ESA) shall be measured and paid for in the same manner specified for permanent fence as provided in Section 80, "Fences," of the Standard Specifications.

Full compensation for maintaining, removing, and disposing of temporary fence (Type ESA) shall be considered as included in the contract price paid per meter for temporary fence (Type ESA) and no additional compensation will be allowed therefor.

10-1.11 TEMPORARY CONSTRUCTION ENTRANCE

Temporary construction entrances shall be constructed, maintained, and later removed at the locations shown on the approved Storm Water Pollution Prevention Plan (SWPPP) in conformance with "Water Pollution Control" of these special provisions, and in conformance with details shown on the plans and these special provisions.

Temporary construction entrances shall be one of the water pollution control practices for tracking control. The SWPPP shall include the use of temporary construction entrances.

Temporary construction entrances shall be either Type 1 or Type 2.

MATERIALS

Temporary Entrance Fabric

Temporary entrance fabric shall be manufactured from polyester, nylon, or polypropylene material, or any combination thereof. Temporary entrance fabric shall be a nonwoven, needle-punched fabric, free of needles which may have broken off during the manufacturing process. Temporary entrance fabric shall be permeable and shall not act as a wicking agent.

Temporary entrance fabric shall be manufactured from virgin, recycled, or a combination of virgin and recycled polymer materials. No virgin or recycled materials shall contain biodegradable filler materials that can degrade the physical or chemical characteristics of the finished fabric. The Engineer may order tests to confirm the absence of biodegradable filler materials in conformance to the requirements in ASTM Designation: E 204 (Fourier Transformed Infrared Spectroscopy-FTIR).

Temporary entrance fabric shall conform to the following requirements:

Specification	Requirements
Mass per unit area, grams per square meter, min. ASTM Designation: D 5261	235
Grab tensile strength (25-mm grip), kilonewtons, min. ASTM Designation: D4632*	0.89
Elongation at break, percent min. ASTM Designation: D4632*	50
Toughness, kilonewtons, min. (percent elongation x grab tensile strength)	53

* or appropriate test method for specific polymer

Rocks

Rocks shall conform to the material quality requirements in Section 72-2.02, "Materials," of the Standard Specifications for shape and for apparent specific gravity, absorption, and durability index. Rocks used for the temporary entrance shall conform to the following sizes:

Square Screen Size (mm)	Percentage Passing	Percentage Retained
150	100	0
75	0	100

Corrugated Steel Panels

Corrugated steel panels shall be prefabricated and shall be pressed or shop welded, with a slot or hooked section to facilitate coupling at the ends of the panels.

INSTALLATION

Temporary construction entrances shall be installed as follows:

1. Before placing the temporary entrance fabric, the areas shall be cleared of all trash and debris. Vegetation shall be removed to the ground level. Trash, debris, and removed vegetation shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.
2. A sump shall be constructed within 6 m of each temporary construction entrance as shown on the plans.
3. Before placing the temporary entrance fabric, the ground shall be graded to a uniform plane. The relative compaction of the top 0.5-m shall be not less than 90 percent. The ground surface shall be free of sharp objects that may damage the temporary entrance fabric, and shall be graded to drain to the sump as shown on the plans.
4. Temporary entrance fabric shall be positioned longitudinally along the alignment of the entrance, as directed by the Engineer.
5. The adjacent ends of the fabric shall be overlapped a minimum length of 300 mm.
6. Rocks to be placed directly over the fabric shall be spread in the direction of traffic, longitudinally and along the alignment of the temporary construction entrance.
7. During spreading of the rocks, vehicles or equipment shall not be driven directly on the fabric. A layer of rocks a minimum 150 mm thick shall be placed between the fabric and the spreading equipment to prevent damage to the fabric.
8. For Type 2 temporary construction entrances, a minimum of 6 coupled panel sections shall be installed for each temporary construction entrance. Before installing the panels, the ground surface shall be cleared of all debris to ensure uniform contact with the ground surface.

Fabric damaged during rock placement shall be repaired by placing a new piece of fabric over the damaged area. The piece of fabric shall be large enough to cover the damaged area and provide a minimum 450-mm overlap on all edges.

Details for a proposed alternative temporary construction entrance or alternative sump shall be submitted to the Engineer for approval at least 7 days before installation. The Contractor may eliminate the sump if approved in writing by the Engineer.

When no longer required as determined by the Engineer, temporary construction entrances shall be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Ground disturbance, including holes and depressions, caused by the installation and removal of the temporary construction entrance, including the sumps, shall be backfilled and repaired in conformance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

While the temporary construction entrance is in use, pavement shall be cleaned and sediment removed at least once a day, and as often as necessary when directed by the Engineer. Soil and sediment or other extraneous material tracked onto existing pavement shall not be allowed to enter drainage facilities.

MAINTENANCE

The Contractor shall maintain temporary construction entrances throughout the contract or until removed. The Contractor shall prevent displacement or migration of the rock surfacing or corrugated steel panels. Significant depressions resulting from settlement or heavy equipment shall be repaired by the Contractor, as directed by the Engineer.

Temporary construction entrances shall be maintained to minimize tracking of soil and sediment onto existing public roads.

If buildup of soil and sediment deter the function of the temporary construction entrance, the Contractor shall immediately remove and dispose of the soil and sediment, and install additional corrugated steel panels and spread additional rocks to increase the capacity of the temporary construction entrance.

Temporary construction entrances shall be repaired or replaced on the same day the damage occurs. Damage to the temporary construction entrance resulting from the Contractor's vehicles, equipment, or operations shall be repaired at the Contractor's expense.

MEASUREMENT AND PAYMENT

Quantities of temporary construction entrances will be determined from actual count in place.

The contract unit price paid for temporary construction entrance shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in constructing temporary construction entrance, complete in place, including excavation and backfill, and removal, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

The cost of maintaining the temporary construction entrance will be borne equally by the State and the Contractor. The division of cost will be made be determining the cost of maintaining temporary construction entrance in conformance with the provisions in Section 9-1.03, "Force Account Payment," of the Standard Specifications and paying to the Contractor one-half of that cost.

Cleanup, repair, removal, disposal, or replacement due to improper installation or the Contractor's negligence will not be considered as included in the cost for performing maintenance.

10-1.12 TEMPORARY DRAINAGE INLET PROTECTION

Temporary drainage inlet protection shall be constructed, maintained, and removed at the locations shown on the approved Storm Water Pollution Prevention Plan (SWPPP) in accordance with "Water Pollution Control" of these special provisions, and in accordance with the details shown on the plans and these special provisions.

Temporary drainage inlet protection shall be one of the water pollution control practices for sediment control. The SWPPP shall include the use of temporary drainage inlet protection.

The Contractor shall select the appropriate drainage inlet protection in accordance with the details to meet the conditions around the drainage inlet. Throughout the duration of the contract, the Contractor shall provide protection to meet the changing conditions around the drainage inlet.

Temporary drainage inlet protection shall be Type 1 and Type 2.

MATERIALS

Erosion Control Blanket

The erosion control blanket shall be a rolled erosion control product (RECP) and shall be classified either as temporary and degradable or long-term and nondegradable, and shall conform to one of the following:

A. Temporary and degradable:

1. Machine produced mats consisting of curled wood excelsior with 80 percent of the fiber 150 mm or longer. The excelsior blanket shall be of consistent thickness with wood fiber evenly distributed over the entire area of the blanket. The top surface of the blanket shall be covered with an extruded lightweight nonsynthetic netting. The blanket shall be smolder resistant without the use of chemical additives and shall be nontoxic and noninjurious to plant and animal life. The excelsior blanket shall be furnished in rolled strips with a minimum mass per unit area of 0.40-kg/m^2.
2. Machine produced mats consisting of 70 percent straw and 30 percent coconut fiber with an extruded lightweight nonsynthetic netting on the top and bottom surfaces of the blanket. The straw and coconut shall adhere to the netting using thread or glue strip. The straw and coconut blanket shall be of consistent thickness, and straw and coconut fiber shall be evenly distributed over the entire area of the blanket. The straw and coconut fiber blanket shall be furnished in rolled strips with a minimum mass per unit area of 0.27-kg/m^2.
3. Machine produced mats that are 100 percent coir consisting of coconut fiber with an extruded lightweight nonsynthetic netting on the top and bottom surfaces of the blanket. The coconut fiber shall adhere to the netting using thread or glue strip. The coconut blanket shall be of consistent thickness, with coconut fiber evenly distributed over the entire area of the blanket. The coconut fiber blanket shall be furnished in rolled strips with a minimum mass per unit area of 0.27-kg/m^2.

4. Machine woven netting that is 100 percent spun coir consisting of coconut fiber with an average open area of 63 percent to 70 percent. Coconut coir netting shall be furnished in rolled strips with a minimum mass per unit area of 0.40-kg/m^2.

B. Long-term and nondegradable:

1. Geotextile blanket shall conform to the provisions for rock slope protection fabric (Type A) in Section 88-1.04, "Rock Slope Protection Fabric," of the Standard Specifications.

Staples

Staples shall be as shown on the plans. An alternative attachment device such as geotextile pins or plastic pegs may be used instead of staples. The Contractor shall submit a sample of the alternative attachment device for the Engineer's approval before installation.

Rocks

Rocks shall conform to the requirements in Section 72-2.02, "Materials," of the Standard Specifications except that grading shall conform to the following sizes:

Square Screen Size (mm)	Percentage Passing	Percentage Retained
150	100	0
75	0	100

Silt Fence

At the Contractor's option, temporary silt fence shall be prefabricated or constructed with silt fence fabric, posts, and fasteners.

Silt fence fabric shall conform to the following requirements:

Specification	Requirements
Width, mm, min.	900
Grab tensile strength (25-mm grip), kilonewtons, minimum. in each direction ASTM Designation: D 4632 or appropriate test method for specific polymer	0.55
Elongation, percent minimum in each direction ASTM Designation: D 4632 or appropriate test method for specific polymer	15
Permittivity, 1/sec., minimum. ASTM Designation: D 4491	1.5
Flow rate, liters per minute per square meter, minimum. ASTM Designation: D 4491	400
Ultraviolet stability, percent tensile strength retained after 500 hours, minimum. ASTM Designation: D 4355 (xenon-arc lamp and water spray weathering method)	70

Silt fence fabric shall be geotextile manufactured from woven polypropylene or polymer material. Silt fence fabric may be made of recycled materials. No materials shall contain biodegradable filler materials that can degrade the physical or chemical characteristics of the finished fabric. The Engineer may order tests to confirm the absence of biodegradable filler materials in conformance to the requirements in ASTM Designation: E 204.

Posts for temporary silt fences shall be one of the following:

A. Posts shall be untreated fir, redwood, cedar, or pine, shall be cut from sound timber, and shall be straight and free of loose or unsound knots and other defects which would render them unfit for the purpose intended. Wood post shall be a minimum of 34 mm x 40 mm in size, and 4 feet in length. The end of the post to be embedded in the soil shall be pointed.
B. Posts shall be steel and have a "U," "T," "L," or other cross sectional shape that can resist failure from lateral loads. The steel posts shall have a minimum mass per length of 1.1 kg/m and a minimum length of 1.2 m. One end of the steel posts shall be pointed and the other end shall be capped with an orange or red plastic safety cap which fits snugly to the steel post. The Contractor shall submit to the Engineer for approval a sample of the capped steel post before installation.

Fasteners for attaching silt fence fabric to posts shall be as follows:

A. When prefabricated silt fence is used, posts shall be inserted into sewn pockets.
B. Silt fence fabric shall be attached to wooden posts with nails or staples as shown on the plans or as recommended by the manufacturer or supplier. Tie wire or locking plastic fasteners shall be used to fasten the silt fence fabric to steel posts. Maximum spacing of fasteners shall be 200 mm along the length of the steel post.

INSTALLATION

Temporary drainage inlet protection shall be installed at drainage inlets in paved and unpaved areas as follows:

A. Temporary drainage inlet protection shall be installed such that ponded runoff does not encroach on the traveled way or overtop the curb or dike. Gravel-filled bags shall be placed to control ponding and prevent runoff from overtopping the curb or dike.
B. The bedding area for the temporary drainage inlet protection shall be cleared of obstructions including rocks, clods, and debris greater than 25 mm in diameter before installation.
C. A temporary linear sediment barrier shall be installed up-slope of the existing drainage inlet and parallel with the curb, dike, or flow line to prevent sediment from entering the drainage inlet.

Erosion Control Blanket and Geotextile Fabric

The erosion control blanket and geotextile fabric shall be secured to the surface of the excavated sediment trap with staples and embedded in a trench adjacent to the drainage inlet. The perimeter edge of the erosion control blanket and geotextile fabric shall be anchored in a trench.

Silt Fence

Silt fence shall be installed along the perimeter of the erosion control blanket or geotextile fabric, with the posts facing the drainage inlet. The trench shall be backfilled and tamped to secure the silt fence fabric in the bottom of the trench.

MAINTENANCE

Temporary drainage inlet protection shall be maintained to provide sediment holding capacity and to reduce runoff velocities. Temporary drainage inlet protection shall be repaired or replaced immediately after the damage occurs.

Sediment deposits, trash, and debris shall be removed from temporary drainage inlet protection as needed or when directed by the Engineer. Removed sediment shall be deposited within the project limits so that the sediment is not subject to erosion by wind or by water. Trash and debris shall be removed and disposed of in accordance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

At locations where rills and other evidence of concentrated runoff have occurred beneath the drainage inlet protection, the protection shall be adjusted to prevent another occurrence.

Temporary silt fence shall be repaired or replaced when silt fence fabric becomes split, torn, or unraveled. Sagging or slumping silt fence shall be repaired with additional stakes or replaced. Broken or split stakes shall be replaced. Temporary silt fence shall be maintained to provide a sediment holding capacity of approximately 1/3 the height of the silt fence fabric above ground.

Sediment in excess of 50 mm above the surface of the erosion control blanket or geotextile fabric shall be removed.

Sediment shall be removed from the sediment trap when the volume has been reduced by approximately one-half.

REMOVAL

When the temporary drainage inlet protection is no longer required the protection materials shall be removed and disposed of in accordance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Holes, depressions, or other ground disturbance caused by the removal of the temporary drainage inlet protection shall be backfilled and repaired in accordance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

MEASUREMENT

Quantities of temporary drainage inlet protection will be determined from actual count in place. The protection will be measured one time only and no additional measurement will be recognized.

PAYMENT

The contract unit price paid for temporary drainage inlet protection shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in constructing the temporary drainage inlet protection, complete in place, including removal of materials, including cleanup and disposal of retained sediment and debris, and backfilling and repairing holes, depressions and other ground disturbance, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

No additional compensation will be made if the temporary drainage inlet protection changes during the course of construction.

The cost of maintaining temporary drainage inlet protection will be borne equally by the State and the Contractor. The division of cost will be made by determining the cost of maintaining temporary drainage inlet protection in accordance with the provisions in Section 9-1.03, "Force Account Payment," of the Standard Specifications and paying to the Contractor one-half of that cost.

Cleanup, repair, removal, disposal, or replacement due to improper installation, or as a result of the Contractor's negligence will not be considered as included in the cost for performing maintenance.

10-1.13 PROGRESS SCHEDULE (CRITICAL PATH METHOD)

The Contractor shall submit to the Engineer practicable critical path method (CPM) progress schedules in conformance with these special provisions. Whenever the term "schedule" is used in this section it shall mean CPM progress schedule.

Attention is directed to "Payments" of Section 5 of these special provisions.

The provisions in Section 8-1.04, "Progress Schedule," of the Standard Specifications shall not apply.

DEFINITIONS

The following definitions shall apply to this section:

A. ACTIVITY.—A task, event or other project element on a schedule that contributes to completing the project. Activities have a description, start date, finish date, duration and one or more logic ties.
B. BASELINE SCHEDULE.—The initial schedule representing the Contractor's work plan on the first working day of the project.
C. CONTRACT COMPLETION DATE.—The current extended date for completion of the contract shown on the weekly statement of working days furnished by the Engineer in conformance with the provisions in Section 8-1.06, "Time of Completion," of the Standard Specifications.
D. CRITICAL PATH.—The longest continuous chain of activities for the project that has the least amount of total float of all chains. In general, a delay on the critical path will extend the scheduled completion date.
E. CRITICAL PATH METHOD (CPM).—A network based planning technique using activity durations and the relationships between activities to mathematically calculate a schedule for the entire project.
F. DATA DATE.—The day after the date through which a schedule is current. Everything occurring earlier than the data date is "as-built" and everything on or after the data date is "planned."
G. EARLY COMPLETION TIME.—The difference in time between an early scheduled completion date and the contract completion date.
H. FLOAT.—The difference between the earliest and latest allowable start or finish times for an activity.
I. MILESTONE.—An event activity that has zero duration and is typically used to represent the beginning or end of a certain stage of the project.
J. NARRATIVE REPORT.—A document submitted with each schedule that discusses topics related to project progress and scheduling.
K. NEAR CRITICAL PATH.—A chain of activities with total float exceeding that of the critical path but having no more than 10 working days of total float.
L. SCHEDULED COMPLETION DATE.—The planned project finish date shown on the current accepted schedule.
M. STATE OWNED FLOAT ACTIVITY.—The activity documenting time saved on the critical path by actions of the State. It is the last activity prior to the scheduled completion date.
N. TIME IMPACT ANALYSIS.—A schedule and narrative report developed specifically to demonstrate what effect a proposed change or delay has on the current scheduled completion date.
O. TOTAL FLOAT.—The amount of time that an activity or chain of activities can be delayed before extending the scheduled completion date.
P. UPDATE SCHEDULE.—A current schedule developed from the baseline or subsequent schedule through regular monthly review to incorporate as-built progress and any planned changes.

GENERAL REQUIREMENTS

The Contractor shall submit to the Engineer baseline, monthly update and final update schedules, each consistent in all respects with the time and order of work requirements of the contract. The project work shall be executed in the sequence indicated on the current accepted schedule.

Schedules shall show the order in which the Contractor proposes to carry out the work with logical links between time-scaled work activities, and calculations made using the critical path method to determine the controlling operation or operations. The Contractor is responsible for assuring that all activity sequences are logical and that each schedule shows a coordinated plan for complete performance of the work.

The Contractor shall produce schedules using computer software and shall furnish compatible software for the Engineer's exclusive possession and use. The Contractor shall furnish network diagrams, narrative reports, tabular reports and schedule data as parts of each schedule submittal.

Schedules shall include, but not be limited to, activities that show the following that are applicable to the project:

A. Project characteristics, salient features, or interfaces, including those with outside entities, that could affect time of completion.
B. Project start date, scheduled completion date and other milestones.
C. Work performed by the Contractor, subcontractors and suppliers.
D. Submittal development, delivery, review and approval, including those from the Contractor, subcontractors and suppliers.
E. Procurement, delivery, installation and testing of materials, plants and equipment.
F. Testing and settlement periods.
G. Utility notification and relocation.
H. Erection and removal of falsework and shoring.
I. Major traffic stage switches.
J. Finishing roadway and final cleanup.
K. State-owned float as the predecessor activity to the scheduled completion date.

Schedules shall have not less than 50 and not more than 500 activities, unless otherwise authorized by the Engineer. The number of activities shall be sufficient to assure adequate planning of the project, to permit monitoring and evaluation of progress, and to do an analysis of time impacts.

Schedule activities shall include the following:

A. A clear and legible description.
B. Start and finish dates.
C. A duration of not less than one working day, except for event activities, and not more than 20 working days, unless otherwise authorized by the Engineer.
D. At least one predecessor and one successor activity, except for project start and finish milestones.
E. Required constraints.
F. Codes for responsibility, stage, work shifts, location and contract pay item numbers.

The Contractor may show early completion time on any schedule provided that the requirements of the contract are met. Early completion time shall be considered a resource for the exclusive use of the Contractor. The Contractor may increase early completion time by improving production, reallocating resources to be more efficient, performing sequential activities concurrently or by completing activities earlier than planned. The Contractor may also submit for approval a cost reduction incentive proposal in conformance with the provisions in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications that will reduce time of construction.

The Contractor may show a scheduled completion date that is later than the contract completion date on an update schedule, after the baseline schedule is accepted. The Contractor shall provide an explanation for a late scheduled completion date in the narrative report that is included with the schedule.

State-owned float shall be considered a resource for the exclusive use of the State. The Engineer may accrue State-owned float by the early completion of review of any type of required submittal when it saves time on the critical path. The Contractor shall prepare a time impact analysis, when requested by the Engineer, to determine the effect of the action in conformance with the provisions in "Time Impact Analysis" specified herein. The Engineer will document State-owned float by directing the Contractor to update the State-owned float activity on the next update schedule. The Contractor shall include a log of the action on the State-owned float activity and include a discussion of the action in the narrative report. The Engineer may use State-owned float to mitigate past, present or future State delays by offsetting potential time extensions for contract change orders.

The Engineer may adjust contract working days for ordered changes that affect the scheduled completion date, in conformance with the provisions in Section 4-1.03, "Changes," of the Standard Specifications. The Contractor shall prepare a time impact analysis to determine the effect of the change in conformance with the provisions in "Time Impact Analysis" specified herein, and shall include the impacts acceptable to the Engineer in the next update schedule. Changes that do not affect the controlling operation on the critical path will not be considered as the basis for a time adjustment. Changes that do affect the controlling operation on the critical path will be considered by the Engineer in decreasing time or granting an extension of time for completion of the contract. Time extensions will only be granted if the total float is absorbed and the scheduled completion date is delayed one or more working days because of the ordered change.

The Engineer's review and acceptance of schedules shall not waive any contract requirements and shall not relieve the Contractor of any obligation thereunder or responsibility for submitting complete and accurate information. Schedules that are rejected shall be corrected by the Contractor and resubmitted to the Engineer within 5 working days of notification by the Engineer, at which time a new review period of one week will begin.

Errors or omissions on schedules shall not relieve the Contractor from finishing all work within the time limit specified for completion of the contract. If, after a schedule has been accepted by the Engineer, either the Contractor or the Engineer discover that any aspect of the schedule has an error or omission, it shall be corrected by the Contractor on the next update schedule.

COMPUTER SOFTWARE

The Contractor shall submit to the Engineer for approval a description of proposed software before delivery. The software shall be the current version of Primavera SureTrak Project Manager for Windows, or equal, and shall be compatible with Windows NT (version 4.0) operating system. If software other than SureTrak is proposed, it shall be capable of generating files that can be imported into SureTrak.

The Contractor shall furnish schedule software and all original software instruction manuals to the Engineer with submittal of the baseline schedule. The furnished schedule software shall become the property of the State and will not be returned to the Contractor. The State will compensate the Contractor in conformance with the provisions in Section 4-1.03, "Extra Work," of the Standard Specifications for replacement of software which is damaged, lost or stolen after delivery to the Engineer.

The Contractor shall instruct the Engineer in the use of the software and provide software support until the contract is accepted. Within 20 working days of contract approval, the Contractor shall provide a commercial 8-hour training session for 2 Department employees in the use of the software at a location acceptable to the Engineer. It is recommended that the Contractor also send at least 2 employees to the same training session to facilitate development of similar knowledge and skills in the use of the software. If software other than SureTrak is furnished, then the training session shall be a total of 16-hours for each Department employee.

NETWORK DIAGRAMS, REPORTS AND DATA

The Contractor shall include the following for each schedule submittal:

A. Two sets of originally plotted, time-scaled network diagrams.
B. Two copies of a narrative report.
C. Two copies of each of 3 sorts of the CPM software-generated tabular reports.
D. One 1.44-megabyte 90 mm (3.5 inch) floppy diskette containing the schedule data.

The time-scaled network diagrams shall conform to the following:

A. Show a continuous flow of information from left to right.
B. Be based on early start and early finish dates of activities.
C. Clearly show the primary paths of criticality using graphical presentation.
D. Be prepared on E-size sheets, 860 mm x 1120 mm (34 inch x 44 inch).
E. Include a title block and a timeline on each page.

The narrative report shall be organized in the following sequence with all applicable documents included:

A. Contractor's transmittal letter.
B. Work completed during the period.
C. Identification of unusual conditions or restrictions regarding labor, equipment or material; including multiple shifts, 6-day work weeks, specified overtime or work at times other than regular days or hours.
D. Description of the current critical path.
E. Changes to the critical path and scheduled completion date since the last schedule submittal.

F. Description of problem areas.
G. Current and anticipated delays:

1. Cause of delay.
2. Impact of delay on other activities, milestones and completion dates.
3. Corrective action and schedule adjustments to correct the delay.

H. Pending items and status thereof:

1. Permits
2. Change orders
3. Time adjustments
4. Non-compliance notices

I. Reasons for an early or late scheduled completion date in comparison to the contract completion date.

Tabular reports shall be software-generated and provide information for each activity included in the project schedule. Three different reports shall be sorted by (1) activity number, (2) early start and (3) total float. Tabular reports shall be 215 mm x 280 mm (8 1/2 inch x 11 inch) in size and shall include, as a minimum, the following applicable information:

A. Data date
B. Activity number and description
C. Predecessor and successor activity numbers and descriptions
D. Activity codes
E. Scheduled, or actual and remaining durations (work days) for each activity
F. Earliest start (calendar) date
G. Earliest finish (calendar) date
H. Actual start (calendar) date
I. Actual finish (calendar) date
J. Latest start (calendar) date
K. Latest finish (calendar) date
L. Free float (work days)
M. Total float (work days)
N. Percentage of activity complete and remaining duration for incomplete activities.
O. Lags
P. Required constraints

Schedule submittals will only be considered complete when all documents and data have been provided as described above.

PRE-CONSTRUCTION SCHEDULING CONFERENCE

The Contractor shall schedule and the Engineer will conduct a pre-construction scheduling conference with the Contractor's project manager and construction scheduler within 10 working days of the approval of the contract. At this meeting the Engineer will review the requirements of this section of the special provisions with the Contractor.

The Contractor shall submit a general time-scaled logic diagram displaying the major activities and sequence of planned operations and shall be prepared to discuss the proposed work plan and schedule methodology that comply with the requirements of these special provisions. If the Contractor proposes deviations to the construction staging of the project, then the general time-scaled logic diagram shall also display the deviations and resulting time impacts. The Contractor shall be prepared to discuss the proposal.

At this meeting, the Contractor shall additionally submit the alphanumeric coding structure and the activity identification system for labeling the work activities. To easily identify relationships, each activity description shall indicate its associated scope or location of work by including such terms as quantity of material, type of work, bridge number, station to station location, side of highway (such as left, right, northbound, southbound), lane number, shoulder, ramp name, ramp line descriptor or mainline.

The Engineer will review the logic diagram, coding structure, and activity identification system, and provide any required baseline schedule changes to the Contractor for implementation.

BASELINE SCHEDULE

Beginning the week following the pre-construction scheduling conference, the Contractor shall meet with the Engineer weekly until the baseline schedule is accepted by the Engineer to discuss schedule development and resolve schedule issues.

The Contractor shall submit to the Engineer a baseline schedule within 20 working days of approval of the contract. The Contractor shall allow 3 weeks for the Engineer's review after the baseline schedule and all support data are submitted. In addition, the baseline schedule submittal will not be considered complete until the computer software is delivered and installed for use in review of the schedule.

The baseline schedule shall include the entire scope of work and how the Contractor plans to complete all work contemplated. The baseline schedule shall show the activities that define the critical path. Multiple critical paths and near-critical paths shall be kept to a minimum. A total of not more than 50 percent of the baseline schedule activities shall be critical or near critical, unless otherwise authorized by the Engineer.

The baseline schedule shall not extend beyond the number of working days specified in these special provisions. The baseline schedule shall have a data date of the first working day of the contract and not include any completed work to date. The baseline schedule shall not attribute negative float or negative lag to any activity.

If the Contractor submits an early completion baseline schedule that shows contract completion in less than 85 percent of the working days specified in these special provisions, the baseline schedule shall be supplemented with resource allocations for every task activity and include time-scaled resource histograms. The resource allocations shall be shown to a level of detail that facilitates report generation based on labor crafts and equipment classes for the Contractor and subcontractors. The Contractor shall use average composite crews to display the labor loading of on-site construction activities. The Contractor shall optimize and level labor to reflect a reasonable plan for accomplishing the work of the contract and to assure that resources are not duplicated in concurrent activities. The time-scaled resource histograms shall show labor crafts and equipment classes to be utilized on the contract. The Engineer may review the baseline schedule activity resource allocations using Means Productivity Standards or equivalent to determine if the schedule is practicable.

UPDATE SCHEDULE

The Contractor shall submit an update schedule and meet with the Engineer to review contract progress, on or before the first day of each month, beginning one month after the baseline schedule is accepted. The Contractor shall allow 2 weeks for the Engineer's review after the update schedule and all support data are submitted, except that the review period shall not start until the previous month's required schedule is accepted. Update schedules that are not accepted or rejected within the review period will be considered accepted by the Engineer.

The update schedule shall have a data date of the twenty-first day of the month or other date established by the Engineer. The update schedule shall show the status of work actually completed to date and the work yet to be performed as planned. Actual activity start dates, percent complete and finish dates shall be shown as applicable. Durations for work that has been completed shall be shown on the update schedule as the work actually occurred, including Engineer submittal review and Contractor resubmittal times.

The Contractor may include modifications such as adding or deleting activities or changing activity constraints, durations or logic that do not (1) alter the critical path(s) or near critical path(s) or (2) extend the scheduled completion date compared to that shown on the current accepted schedule. The Contractor shall state in writing the reasons for any changes to planned work. If any proposed changes in planned work will result in (1) or (2) above, then the Contractor shall submit a time impact analysis as described herein.

TIME IMPACT ANALYSIS

The Contractor shall submit a written time impact analysis (TIA) to the Engineer with each request for adjustment of contract time, or when the Contractor or Engineer consider that an approved or anticipated change may impact the critical path or contract progress.

The TIA shall illustrate the impacts of each change or delay on the current scheduled completion date or internal milestone, as appropriate. The analysis shall use the accepted schedule that has a data date closest to and prior to the event. If the Engineer determines that the accepted schedule used does not appropriately represent the conditions prior to the event, the accepted schedule shall be updated to the day before the event being analyzed. The TIA shall include an impact schedule developed from incorporating the event into the accepted schedule by adding or deleting activities, or by changing durations or logic of existing activities. If the impact schedule shows that incorporating the event modifies the critical path and scheduled completion date of the accepted schedule, the difference between scheduled completion dates of the two schedules shall be equal to the adjustment of contract time. The Engineer may construct and utilize an appropriate project schedule or other recognized method to determine adjustments in contract time until the Contractor provides the TIA.

The Contractor shall submit a TIA in duplicate within 15 working days of receiving a written request for a TIA from the Engineer. The Contractor shall allow the Engineer 2 weeks after receipt to approve or reject the submitted TIA. All approved TIA schedule changes shall be shown on the next update schedule.

If a TIA submitted by the Contractor is rejected by the Engineer, the Contractor shall meet with the Engineer to discuss and resolve issues related to the TIA. If agreement is not reached, the Contractor will be allowed 15 days from the meeting with the Engineer to give notice in conformance with the provisions in Section 9-1.04, "Notice of Potential Claim," of the Standard Specifications. The Contractor shall only show actual as-built work, not unapproved changes related to the TIA, in subsequent update schedules. If agreement is reached at a later date, approved TIA schedule changes shall be shown on the next update schedule. The Engineer will withhold remaining payment on the schedule contract item if a TIA is requested by the Engineer and not submitted by the Contractor within 15 working days. The schedule item payment will resume on the next estimate after the requested TIA is submitted. No other contract payment will be retained regarding TIA submittals.

FINAL UPDATE SCHEDULE

The Contractor shall submit a final update, as-built schedule with actual start and finish dates for the activities, within 30 days after completion of contract work. The Contractor shall provide a written certificate with this submittal signed by the Contractor's project manager and an officer of the company stating, "To my knowledge and belief, the enclosed final update schedule reflects the actual start and finish dates of the actual activities for the project contained herein." An officer of the company may delegate in writing the authority to sign the certificate to a responsible manager.

RETENTION

The Department will retain an amount equal to 25 percent of the estimated value of the work performed during each estimate period in which the Contractor fails to submit an acceptable schedule conforming to the requirements of these special provisions as determined by the Engineer. Schedule retentions will be released for payment on the next monthly estimate for partial payment following the date that acceptable schedules are submitted to the Engineer or as otherwise specified herein. Upon completion of all contract work and submittal of the final update schedule and certification, any remaining retained funds associated with this section, "Progress Schedule (Critical Path Method)", will be released for payment. Retentions held in conformance with this section shall be in addition to other retentions provided for in the contract. No interest will be due the Contractor on retention amounts.

PAYMENT

Progress schedule (critical path method) will be paid for at a lump sum price. The contract lump sum price paid for progress schedule (critical path method) shall include full compensation for furnishing all labor, material, tools, equipment, and incidentals, including computer software, and for doing all the work involved in preparing, furnishing, and updating schedules, and instructing and assisting the Engineer in the use of computer software, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Payments for the progress schedule (critical path method) contract item will be made progressively as follows:

A. A total of 25 percent of the item amount or a total of 25 percent of the amount listed for progress schedule (critical path method) in "Payments" of Section 5 of these special provisions, whichever is less, will be paid upon achieving all of the following:

    1. Completion of 5 percent of all contract item work.
    2. Acceptance of all schedules and TIAs required to the time when 5 percent of all contract item work is complete.
    3. Delivery of schedule software to the Engineer.
    4. Completion of required schedule software training.

B. A total of 50 percent of the item amount or a total of 50 percent of the amount listed for progress schedule (critical path method) in "Payments" of Section 5 of these special provisions, whichever is less, will be paid upon completion of 25 percent of all contract item work and acceptance of all schedules and TIAs required to the time when 25 percent of all contract item work is complete.
C. A total of 75 percent of the item amount or a total of 75 percent of the amount listed for progress schedule (critical path method) in "Payments" of Section 5 of these special provisions, whichever is less, will be paid upon completion of 50 percent of all contract item work and acceptance of all schedules and TIAs required to the time when 50 percent of all contract item work is complete.
D. A total of 100 percent of the item amount or a total of 100 percent of the amount listed for progress schedule (critical path method) in "Payments" of Section 5 of these special provisions, whichever is less, will be paid upon completion of all contract item work, acceptance of all schedules and TIAs required to the time when all contract item work is complete, and submittal of the certified final update schedule.

If the Contractor fails to complete any of the work or provide any of the schedules required by this section, the Engineer shall make an adjustment in compensation in conformance with the provisions in Section 4-1.03C, "Changes in Character of

Work," of the Standard Specifications for the work not performed. Adjustments in compensation for schedules will not be made for any increased or decreased work ordered by the Engineer in furnishing schedules.

10-1.14 TIME-RELATED OVERHEAD

The Contractor will be compensated for time-related overhead as described below and in conformance with "Force Account Payment" of these special provisions. The Contractor will not be compensated for time-related overhead for delays to the controlling operations caused by the Engineer that occur prior to the first working day, but will be compensated for actual overhead costs incurred, as determined by an independent Certified Public Accountant audit examination and report.

Attention is directed to "Beginning of Work, Time of Completion and Liquidated Damages," "Force Account Payment," and "Progress Schedule (Critical Path Method)" of these special provisions.

The provisions in Section 9-1.08, "Adjustment of Overhead Costs," of the Standard Specifications shall not apply.

Time-related overhead shall consist of those overhead costs, including field and home office overhead, that are in proportion to the time required to complete the work. Time-related overhead shall not include costs that are not related to time, including but not limited to, mobilization, licenses, permits, and other charges incurred only once during the contract. Time-related overhead shall not apply to subcontractors of any tier, suppliers, fabricators, manufacturers, or other parties associated with the Contractor.

Field office overhead expenses include time-related costs associated with the normal and recurring operations of the construction project, and shall not include costs directly attributable to the work of the contract. Time-related costs of field office overhead include, but are not limited to, salaries, benefits, and equipment costs of project managers, general superintendents, field office managers and other field office staff assigned to the project, and rent, utilities, maintenance, security, supplies, and equipment costs of the project field office.

Home office overhead or general and administrative expenses refer to the fixed costs of operating the Contractor's business. These costs include, but are not limited to, general administration, insurance, personnel and subcontract administration, purchasing, accounting, and project engineering and estimating. Home office overhead costs shall exclude expenses specifically related to other contracts or other businesses of the Contractor, equipment coordination, material deliveries, and consultant and legal fees.

The quantity of time-related overhead associated with a reduction in contract time for cost reduction incentive proposals accepted and executed in conformance with the provisions in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications shall be considered a construction cost attributable to the resultant estimated net savings due to the cost reduction incentive.

If the final increased quantity of time-related overhead exceeds 149 percent of the number of working days specified in the Engineer's Estimate, the Contractor shall, within 60 days of the Engineer's written request, submit to the Engineer an audit examination and report performed by an independent Certified Public Accountant of the Contractor's actual overhead costs. The audit examination and report shall depict the Contractor's project and company-wide financial records and shall specify the actual overall average daily rates for both field and home office overhead for the entire duration of the project, and whether the costs have been properly allocated. The rates of field and home office overhead shall exclude unallowable costs as determined in the Federal Acquisition Regulations, 48 CFR, Chapter 1, Part 31.

Independent Certified Public Accountant's audit examinations shall be performed in conformance with the requirements of the American Institute of Certified Public Accountants Attestation Standards. Audit examinations and reports shall determine if the rates of field office overhead and home office overhead are:

A. Allowable in conformance with the requirements of the Federal Acquisition Regulations, 48 CFR, Chapter 1, Part 31.
B. Adequately supported by reliable documentation.
C. Related solely to the project under examination.

Within 20 days of receipt of the Engineer's written request, the Contractor shall make its financial records available for audit by the State for the purpose of verifying the actual rate of time-related overhead specified in the audit submitted by the Contractor. The actual rate of time-related overhead specified in the audit, submitted by the Contractor, will be subject to approval by the Engineer.

If the Engineer requests the independent Certified Public Accountant audit, or if it is requested in writing by the Contractor, the contract item payment rate for time-related overhead, in excess of 149 percent of the number of working days specified in the Engineer's Estimate, will be adjusted to reflect the actual rate.

The cost of performing an independent Certified Public Accountant audit examination and submitting the report, requested by the Engineer, will be borne equally by the State and the Contractor. The division of the cost will be made by determining the cost of providing an audit examination and report in conformance with the provisions of Section 9-1.03B, "Work Performed by Special Forces or Other Special Services," of the Standard Specifications, and paying to the Contractor one-half of that cost. The cost of performing an audit examination and submitting the independent Certified Public

Accountant audit report for overhead claims other than for the purpose of verifying the actual rate of time-related overhead shall be entirely borne by the Contractor. The cost of performing an audit examination and submitting the independent Certified Public Accountant audit report to verify actual overhead costs incurred prior to the first working day shall be entirely borne by the Contractor.

The quantity of time-related overhead to be paid will be measured by the working day, designated in the Engineer's Estimate as WDAY. The estimated number of working days is the number of working days, excluding days for plant establishment, as specified in "Beginning of Work, Time of Completion and Liquidated Damages" of these special provisions. The quantity of time-related overhead will be increased or decreased only as a result of suspensions or adjustments of contract time which revise the current contract completion date, and which satisfy any of the following criteria:

A. Suspensions of work ordered in conformance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications, except:

    1. Suspensions ordered due to weather conditions being unfavorable for the suitable prosecution of the controlling operation or operations.
    2. Suspensions ordered due to the failure on the part of the Contractor to carry out orders given, or to perform the provisions of the contract.
    3. Suspensions ordered due to factors beyond the control of and not caused by the State or the Contractor, for which the Contractor is granted extensions of time in conformance with the provisions of the third paragraph of Section 8-1.07, "Liquidated Damages," of the Standard Specifications.
    4. Other suspensions that mutually benefit the State and the Contractor.

B. Extensions of contract time granted by the State in conformance with the provisions in the fifth paragraph in Section 8-1.07, "Liquidated Damages," of the Standard Specifications and set forth in approved contract change orders, in conformance with the provisions in Section 4-1.03, "Changes," of the Standard Specifications.
C. Reductions in contract time set forth in approved contract change orders, in conformance with the provisions in Section 4-1.03, "Changes," of the Standard Specifications.

In the event an early completion progress schedule, as defined in "Progress Schedule (Critical Path Method)" of these special provisions, is submitted by the Contractor and approved by the Engineer, the amount of time-related overhead eligible for payment will be based on the total number of working days for the project, in conformance with the provisions in "Beginning of Work, Time of Completion and Liquidated Damages" of these special provisions, rather than the Contractor's early completion progress schedule.

The contract price paid per working day for time-related overhead shall include full compensation for time-related overhead, including the Contractor's share of costs of the independent Certified Public Accountant audit of overhead costs requested by the Engineer, as specified in these special provisions, and as directed by the Engineer.

The provisions in Sections 4-1.03B, "Increased or Decreased Quantities," and 4-1.03C, "Changes in Character of the Work," of the Standard Specifications shall not apply to the contract item of time-related overhead.

Full compensation for additional overhead costs incurred during days of inclement weather when the contract work is extended into additional construction seasons due to delays caused by the State shall be considered as included in the time-related overhead paid during the contract working days, and no additional compensation will be allowed therefor.

Full compensation for additional overhead costs involved in performing additional contract item work that is not a controlling operation shall be considered as included in the contract items of work involved and no additional compensation will be allowed therefor.

Full compensation for overhead, other than time-related overhead measured and paid for as specified above, and other than overhead costs included in the markups specified in "Force Account Payment" of these special provisions, shall be considered as included in the various items of work and no additional compensation will be allowed therefor.

Overhead costs incurred by subcontractors of any tier, suppliers, fabricators, manufacturers, and other parties associated with the Contractor shall be considered as included in the various items of work and as specified in Section 9-1.03, “Force Account Payment,” of the Standard Specifications.

For the purpose of making partial payments pursuant to the provisions in Section 9-1.06, "Partial Payments," of the Standard Specifications, the number of working days to be paid for time-related overhead in each monthly partial payment will be the number of working days, specified above to be measured for payment that occurred during that monthly estimate period, including compensable suspensions and right of way delays. Working days granted by contract change order due to extra work or changes in character of the work, will be paid for upon completion of the contract. The amount earned per working day for time-related overhead shall be the lesser of the following amounts:

A. The contract item price.
B. Twenty percent of the original total contract amount divided by the number of working days specified in "Beginning of Work, Time of Completion and Liquidated Damages," of these special provisions.

After acceptance of the contract in conformance with the provisions in Section 7-1.17, "Acceptance of Contract," of the Standard Specifications, the amount of the total contract item price for time-related overhead not yet paid, will be included for payment in the first estimate made after acceptance of the contract in conformance with the provisions in Section 9-1.07, "Payment After Acceptance," of the Standard Specifications.

10-1.15 OBSTRUCTIONS

Attention is directed to Section 8-1.10, "Utility and Non-Highway Facilities," and Section 15, "Existing Highway Facilities," of the Standard Specifications and these special provisions.

Attention is directed to the existence of certain underground facilities that may require special precautions be taken by the Contractor to protect the health, safety and welfare of workers and of the public. Facilities requiring special precautions include, but are not limited to: conductors of petroleum products, oxygen, chlorine, and toxic or flammable gases; natural gas in pipelines greater than 150 mm in diameter or pipelines operating at pressures greater than 415 kPa (gage); underground electric supply system conductors or cables, with potential to ground of more than 300 V, either directly buried or in a duct or conduit which do not have concentric grounded or other effectively grounded metal shields or sheaths.

The Contractor shall notify the Engineer and the appropriate regional notification center for operators of subsurface installations at least 2 working days, but not more than 14 calendar days, prior to performing any excavation or other work close to any underground pipeline, conduit, duct, wire or other structure. Regional notification centers include, but are not limited to, the following:

Notification Center	Telephone Number
Underground Service Alert-Northern California (USA)	1-800-642-2444 1-800-227-2600
Underground Service Alert-Southern California (USA)	1-800-422-4133 1-800-227-2600

The following utility facilities will be relocated during the progress of the contract. The Contractor shall notify the Engineer, in writing, prior to doing work in the vicinity of the facility. The utility facility will be relocated within the listed working days, as defined in Section 8-1.06, "Time of Completion," of the Standard Specifications, after the notification is received by the Engineer:

Utility	Location	Working Days
Extend air pipe to be to the hinge point (AT&T)	On the north side of Rte 180 at Sta 399+60, 407+60, 414+80, 421+63, 427+02	5
Adjust manhole to grade (AT&T)	On the north side of Rte 180 at Sta 402+65	5
Aerial telephone cable to be buried under ground (AT&T)	South side of Rte 180 at San Luis Drain Canal (Sta 412+60 to 413+00)	10
Relocate temporary aerial telephone cable to the permanent location (AT&T)	South side of Rte 180 at Kings Slough Overflow Bridge (Br No. 42-39) (Sta 425+40 to 425+95)	10
Remove existing manhole and install new manhole (AT&T)	On the north side of Rte 180 just east of Br No. 42-0040 at Sta 429+97	8
Relocate temporary aerial telephone cable to the permanent location (AT&T)	South side of Rte 180 at Kings Slough Overflow Bridge (Br No. 42-40) (Sta 429+35 to 429+80)	10
Relocate temporary aerial telephone cable to the permanent location (AT&T)	South side of Rte 180 at Kings Slough Overflow Bridge (Br No. 42-41) (Sta 433+20 to 434+15)	10

In the event that the utility facilities mentioned above are not removed or relocated by the date specified and, if in the opinion of the Engineer, the Contractor's operations are delayed or interfered with by reason of the utility facilities not being removed or relocated by the date specified, the State will compensate the Contractor for the delays to the extent provided in

Section 8-1.09, "Right of Way Delays," of the Standard Specifications, and not otherwise, except as provided in Section 8-1.10, "Utility and Non-Highway Facilities," of the Standard Specifications.

10-1.16 MOBILIZATION

Mobilization shall conform to the provisions in Section 11, "Mobilization," of the Standard Specifications.

10-1.17 CONSTRUCTION AREA TRAFFIC CONTROL DEVICES

Flagging, signs, and temporary traffic control devices furnished, installed, maintained, and removed when no longer required shall conform to the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Category 1 temporary traffic control devices are defined as small and lightweight (less than 45 kg) devices. These devices shall be certified as crashworthy by crash testing, crash testing of similar devices, or years of demonstrable safe performance. Category 1 temporary traffic control devices include traffic cones, plastic drums, portable delineators, and channelizers.

If requested by the Engineer, the Contractor shall provide written self-certification for crashworthiness of Category 1 temporary traffic control devices at least 5 days before beginning any work using the devices or within 2 days after the request if the devices are already in use. Self-certification shall be provided by the manufacturer or Contractor and shall include the following:

A. Date,
B. Federal Aid number (if applicable),
C. Contract number, district, county, route and kilometer post of project limits,
D. Company name of certifying vendor, street address, city, state and zip code,
E. Printed name, signature and title of certifying person; and
F. Category 1 temporary traffic control devices that will be used on the project.

The Contractor may obtain a standard form for self-certification from the Engineer.

Category 2 temporary traffic control devices are defined as small and lightweight (less than 45 kg) devices that are not expected to produce significant vehicular velocity change, but may cause potential harm to impacting vehicles. Category 2 temporary traffic control devices include barricades and portable sign supports.

Category 2 temporary traffic control devices shall be on the Federal Highway Administration's (FHWA) list of Acceptable Crashworthy Category 2 Hardware for Work Zones. This list is maintained by FHWA and can be located at:

http://safety.fhwa.dot.gov/roadway_dept/road_hardware/listing.cfm?code=workzone

The Department also maintains this list at:

http://www.dot.ca.gov/hq/traffops/signtech/signdel/pdf/Category2.pdf

Category 2 temporary traffic control devices that have not received FHWA acceptance shall not be used. Category 2 temporary traffic control devices in use that have received FHWA acceptance shall be labeled with the FHWA acceptance letter number and the name of the manufacturer. The label shall be readable and permanently affixed by the manufacturer. Category 2 temporary traffic control devices without a label shall not be used.

If requested by the Engineer, the Contractor shall provide a written list of Category 2 temporary traffic control devices to be used on the project at least 5 days before beginning any work using the devices or within 2 days after the request if the devices are already in use.

Category 3 temporary traffic control devices consist of temporary traffic-handling equipment and devices that weigh 45 kg or more and are expected to produce significant vehicular velocity change to impacting vehicles. Temporary traffic-handling equipment and devices include crash cushions, truck-mounted attenuators, temporary railing, temporary barrier, and end treatments for temporary railing and barrier.

Type III barricades may be used as sign supports if the barricades have been successfully crash tested, meeting the NCHRP Report 350 criteria, as one unit with a construction area sign attached.

Category 3 temporary traffic control devices shall be shown on the plans or on the Department's Highway Safety Features list. This list is maintained by the Division of Engineering Services and can be found at:

http://www.dot.ca.gov/hq/esc/approved_products_list/HighwaySafe.htm

Category 3 temporary traffic control devices that are not shown on the plans or not listed on the Department's Highway Safety Features list shall not be used.

Full compensation for providing self-certification for crashworthiness of Category 1 temporary traffic control devices and for providing a list of Category 2 temporary traffic control devices used on the project shall be considered as included in the prices paid for the various items of work requiring the use of the Category 1 or Category 2 temporary traffic control devices and no additional compensation will be allowed therefor.

10-1.18 CONSTRUCTION AREA SIGNS

Construction area signs for temporary traffic control shall be furnished, installed, maintained, and removed when no longer required in conformance with the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Attention is directed to "Furnish Sign" of these special provisions.

Attention is directed to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. Type II retroreflective sheeting shall not be used on construction area sign panels. Type III, IV, VII, VIII, or IX retroreflective sheeting shall be used for stationary mounted construction area sign panels.

Attention is directed to "Construction Project Information Signs" of these special provisions regarding the number and type of construction project information signs to be furnished, erected, maintained, and removed and disposed of.

Unless otherwise shown on the plans or specified in these special provisions, the color of construction area warning and guide signs shall have black legend and border on orange background, except W10-1 or W47(CA) (Highway-Rail Grade Crossing Advance Warning) sign shall have black legend and border on yellow background.

Orange background on construction area signs shall be fluorescent orange.

Repair to construction area sign panels will not be allowed, except when approved by the Engineer. At nighttime under vehicular headlight illumination, sign panels that exhibit irregular luminance, shadowing or dark blotches shall be immediately replaced at the Contractor's expense.

The Contractor shall notify the appropriate regional notification center for operators of subsurface installations at least 2 working days, but not more than 14 calendar days, prior to commencing excavation for construction area sign posts. The regional notification centers include, but are not limited to, the following:

Notification Center	Telephone Number
Underground Service Alert-Northern California (USA)	(800) 642-2444 (800) 227-2600
Underground Service Alert-Southern California (USA)	(800) 422-4133 (800) 227-2600

Excavations required to install construction area signs shall be performed by hand methods without the use of power equipment, except that power equipment may be used if it is determined there are no utility facilities in the area of the proposed post holes. The post hole diameter, if backfilled with portland cement concrete, shall be at least 100 mm greater than the longer dimension of the post cross-section.

Construction area signs placed within 4.6 m from the edge of the travel way shall be mounted on stationary mounted sign supports as specified in "Construction Area Traffic Control Devices" of these special provisions.

The Contractor shall maintain accurate information on construction area signs. Signs that are no longer required shall be immediately covered or removed. Signs that convey inaccurate information shall be immediately replaced or the information shall be corrected. Covers shall be replaced when they no longer cover the signs properly. The Contractor shall immediately restore to the original position and location any sign that is displaced or overturned, from any cause, during the progress of work.

10-1.19 MAINTAINING TRAFFIC

Maintaining traffic shall conform to the provisions in Sections 7-1.08, "Public Convenience," Section 7-1.09, "Public Safety," and Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications, "Public Safety" of these special provisions and these special provisions.

Closure is defined as the closure of a traffic lane or lanes, including shoulder, within a single traffic control system.

Closures shall conform to the provisions in "Traffic Control System for Lane Closure" of these special provisions.

Closures are only allowed during the hours shown in the lane requirement charts included in this section "Maintaining Traffic," except for work required under Sections 7-1.08, "Public Convenience," and Section 7-1.09, "Public Safety."

The full width of the traveled way shall be open for use by public traffic when construction operations are not actively in progress.

Under one-way reversing traffic control operations, public traffic may be stopped in one direction for periods not to exceed 10 minutes.

Unless approved by the Engineer, the maximum length of a single stationary lane closure shall be 2.4 km.

Unless approved by the Engineer, not more than one separate stationary lane closures will be allowed at one time. Concurrent stationary closures shall be spaced no closer than 8 km apart.

Personal vehicles of the Contractor's employees shall not be parked on the traveled way or shoulders including sections closed to public traffic.

When work vehicles or equipment are parked on the shoulder within 1.8 m of a traffic lane, the shoulder area shall be closed with fluorescent orange traffic cones or portable delineators placed on a taper in advance of the parked vehicles or equipment and along the edge of the pavement at 7.5-m intervals to a point not less than 7.5 m past the last vehicle or piece of equipment. A minimum of 9 traffic cones or portable delineators shall be used for the taper. A W20-1 (ROAD WORK AHEAD) or W21-5b (RIGHT/LEFT SHOULDER CLOSED AHEAD) or C24(CA) (SHOULDER WORK AHEAD) sign shall be mounted on a crashworthy portable sign support with flags. The sign shall be placed where designated by the Engineer. The sign shall be a minimum of 1200 mm x 1200 mm in size. The Contractor shall immediately restore to the original position and location a traffic cone or delineator that is displaced or overturned, during the progress of work.

If minor deviations from the lane requirement charts are required, a written request shall be submitted to the Engineer at least 15 days before the proposed date of the closure. The Engineer may approve the deviations if there is no significant increase in the cost to the State and if the work can be expedited and better serve the public traffic.

When complete conventional highway closure is required, as shown on the plans only one detour for each direction of travel will be allowed for the following operations: bridge removal, widening and other work at Kings Slough Overflow Bridge (Br No. 42-0039), Kings Slough Overflow Bridge (Br No. 42-0040) and Kings Slough Bridge (Br No. 42-0041).

Designated legal holidays are: January 1st, the third Monday in February, the last Monday in May, July 4th, the first Monday in September, November 11th, Thanksgiving Day, and December 25th. When a designated legal holiday falls on a Sunday, the following Monday shall be a designated legal holiday. When November 11th falls on a Saturday, the preceding Friday shall be a designated legal holiday.

Special Days are: Martin Luther King Day, Lincoln’s Birthday, Cesar Chaves Day, Easter Sunday and Columbus Day.

Lane Closure Restriction for Designated Legal 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					
					SD xx					
					x	**H** xx				
						SD xx				
						x	**H** xx	xx	xx	xx
							SD xx			

Legends:

	Refer to lane closure charts
x	The full width of the traveled way shall be open for use by public traffic after 12:00 noon.
xx	The full width of the traveled way shall be open for use by public traffic.
H	Designated Legal Holiday
SD	Special Day

Full compensation for furnishing, erecting, maintaining, and removing and disposing of the W20-1, W21-5b, and C24(CA) signs shall be considered as included in the contract lump sum price paid for construction area signs and no additional compensation will be allowed therefor.

Chart No. 1 Conventional Highway Lane Requirements		
County: Fresno	Route/Direction: 180, Eastbound and westbound	KP: 39.6/43.9 PM: 24.6/27.3
Closure Limits: From Belmont Avenue to San Joaquin Valley Railroad Crossing		

FROM HOUR TO 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
Mondays through Thursdays	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Fridays	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Saturdays	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Sundays	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R

Legend:

R	Provide at least one through traffic lane, not less than 3.3 m in width, for use by both directions of travel (Reversing Control)

REMARKS:Complete closure of an intersection shall not be allowed.

10-1.20 CLOSURE REQUIREMENTS AND CONDITIONS

Closures shall conform to the provisions in "Maintaining Traffic" of these special provisions and these special provisions.

CLOSURE SCHEDULE

By noon Monday, the Contractor shall submit a written schedule of planned closures for the following week period, defined as Sunday noon through the following Sunday noon. Closures involving work (temporary barrier placement and paving operations) that will reduce horizontal clearances, traveled way inclusive of shoulders, to 2 lanes or less shall be submitted not less than 25 days and not more than 125 days before the anticipated start of operation. Closures involving work (pavement overlay, overhead sign installation, falsework and girder erection) that will reduce the vertical clearances available to the public, shall be submitted not less than 25 days and not more than 125 days before the anticipated start of operation.

The Closure Schedule shall show the locations and times of the proposed closures. The Closure Schedule request forms furnished by the Engineer shall be used. Closure Schedules submitted to the Engineer with incomplete or inaccurate information will be rejected and returned for correction and resubmittal. The Contractor will be notified of disapproved closures or closures that require coordination with other parties as a condition of approval.

Closure Schedule amendments, including adding additional closures, shall be submitted by noon to the Engineer, in writing, at least 3 business days in advance of a planned closure. Approval of Closure Schedule amendments will be at the discretion of the Engineer.

The Engineer shall be notified of cancelled closures 2 business days before the date of closure.

Closures that are cancelled due to unsuitable weather may be rescheduled at the discretion of the Engineer.

CONTINGENCY PLAN

A detailed contingency plan shall be prepared for reopening closures to public traffic. If required by "Beginning of Work, Time of Completion and Liquidated Damages" of these special provisions, the contingency plan shall be submitted to the Engineer before work at the job site begins. Otherwise, the contingency plan shall be submitted to the Engineer within one business day of the Engineer's request.

LATE REOPENING OF CLOSURES

If a closure is not reopened to public traffic by the specified time, work shall be suspended in conformance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications. No further closures are to be made until the Engineer has accepted a work plan, submitted by the Contractor, that will insure that future closures will be reopened to public traffic at the specified time. The Engineer will have 2 business days to accept or reject the Contractor's proposed work plan. The Contractor will not be entitled to compensation for the suspension of work resulting from the late reopening of closures.

COMPENSATION

The Engineer shall be notified of delays in the Contractor's operations due to the following conditions, and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of those conditions, and the Contractor's loss due to that delay could not have been avoided by rescheduling the affected closure or by judicious handling of forces, equipment and plant, the delay will be considered a right of way delay and will be compensated in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications:

1. The Contractor's proposed Closure Schedule is denied and his planned closures are within the time frame allowed for closures in "Maintaining Traffic" of these special provisions, except that the Contractor will not be entitled to compensation for amendments to the Closure Schedule that are not approved.
2. The Contractor is denied a confirmed closure.

Should the Engineer direct the Contractor to remove a closure before the time designated in the approved Closure Schedule, delay to the Contractor's schedule due to removal of the closure will be considered a right of way delay and compensation for the delay will be determined in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

10-1.21 TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE

A traffic control system shall consist of closing traffic lanes in conformance with the details shown on the plans, the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications, the provisions under "Maintaining Traffic" and "Construction Area Signs" of these special provisions, and these special provisions.

The provisions in this section will not relieve the Contractor from the responsibility to provide additional devices or take measures as may be necessary to comply with the provisions in Section 7-1.09, "Public Safety," of the Standard Specifications.

During traffic stripe operations and pavement marker placement operations using bituminous adhesive, traffic shall be controlled, at the option of the Contractor, with either stationary or moving lane closures. During other operations, traffic shall be controlled with stationary lane closures. Attention is directed to the provisions in Section 84-1.04, "Protection From Damage," and Section 85-1.06, "Placement," of the Standard Specifications.

If components in the traffic control system are displaced or cease to operate or function as specified, from any cause, during the progress of the work, the Contractor shall immediately repair the components to the original condition or replace the components and shall restore the components to the original location.

STATIONARY LANE CLOSURE

When lane closures are made for work periods only, at the end of each work period, all components of the traffic control system, except portable delineators placed along open trenches or excavation adjacent to the traveled way, shall be removed from the traveled way and shoulder. If the Contractor so elects, the components may be stored at selected central locations designated by the Engineer within the limits of the highway right of way.

One-way traffic shall be controlled through the project in conformance with the plan entitled "Traffic Control System for Lane Closure on Two Lane Conventional Highways" and these special provisions.

The Contractor shall utilize a pilot car. The cones shown along the centerline on the plan need not be placed. The pilot car shall have radio contact with personnel in the work area. The maximum speed of the pilot car through the traffic control zone shall be 40 kilometers per hour.

MOVING LANE CLOSURE

Flashing arrow signs used in moving lane closures shall be truck-mounted. Flashing arrow signs shall be in the caution display mode when used on 2-lane highways. Changeable message signs used in moving lane closure operations shall conform to the provisions in Section 12-3.12, "Portable Changeable Message Signs," of the Standard Specifications, except the signs shall be truck-mounted. The full operation height of the bottom of the sign may be less than 2.1 m above the ground, but should be as high as practicable.

Truck-mounted attenuators (TMA) for use in moving lane closures shall be any of the following approved models, or equal:

1. Hexfoam TMA Series 3000, Alpha 1000 TMA Series 1000, and Alpha 2001 TMA Series 2001, manufactured by Energy Absorption Systems, Inc., 35 East Wacker Drive, Suite 1100, Chicago, IL 60601:

    1.1. Northern California: Traffic Control Service, Inc., 8585 Thys Court, Sacramento, CA 95828, telephone (800) 884-8274, FAX (916) 387-9734

1.2. Southern California: Traffic Control Service, Inc., 1818 E. Orangethorpe, Fullerton, CA 92831-5324, telephone (800) 222-8274, FAX (714) 526-9501

2. Cal T–001 Model 2 or Model 3, manufacturer and distributor: Hexcel Corporation, 11711 Dublin Boulevard, P.O. Box 2312, Dublin, CA 94568, telephone (925) 551–4900
3. Renco Rengard Model Nos. CAM 8–815 and RAM 8–815, manufacturer and distributor: Renco Inc., 1582 Pflugerville Loop Road, P.O. Box 730, Pflugerville, TX 78660–0730, telephone (800) 654–8182

Each TMA shall be individually identified with the manufacturer's name, address, TMA model number, and a specific serial number. The names and numbers shall each be a minimum 13 mm high and located on the left (street) side at the lower front corner. The TMA shall have a message next to the name and model number in 13 mm high letters which states, "The bottom of this TMA shall be _____ mm ± _____ mm above the ground at all points for proper impact performance." A TMA which is damaged or appears to be in poor condition shall not be used unless recertified by the manufacturer. The Engineer shall be the sole judge whether used TMAs supplied under this contract need recertification. Each unit shall be certified by the manufacturer to meet the requirements for TMAs in conformance with the standards established by the Transportation Laboratory.

Approvals for new TMA designs proposed as equal to the above approved models shall be in conformance with the procedures (including crash testing) established by the Transportation Laboratory. For information regarding submittal of new designs for evaluation contact: Transportation Laboratory, 5900 Folsom Boulevard, Sacramento, CA 95819.

New TMAs proposed as equal to approved TMAs or approved TMAs determined by the Engineer to need recertification shall not be used until approved or recertified by the Transportation Laboratory.

PAYMENT

The contract lump sum price paid for traffic control system shall include full compensation for furnishing all labor (except for flagging costs), materials (including signs), tools, equipment, and incidentals, and for doing all the work involved in placing, removing, storing, maintaining, moving to new locations, replacing, and disposing of the components of the traffic control system and for furnishing and operating the pilot car, (including driver, radios, other equipment, and labor required), as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer. Flagging costs will be paid for as provided in Section 12-2.02, "Flagging Costs," of the Standard Specifications.

The adjustment provisions in Section 4-1.03, "Changes," of the Standard Specifications shall not apply to the item of traffic control system. Adjustments in compensation for traffic control system will be made only for increased or decreased traffic control system required by changes ordered by the Engineer and will be made on the basis of the cost of the increased or decreased traffic control necessary. The adjustment will be made on a force account basis as provided in Section 9-1.03, "Force Account Payment," of the Standard Specifications for increased work, and estimated on the same basis in the case of decreased work.

Traffic control system required by work which is classed as extra work, as provided in Section 4-1.03D of the Standard Specifications, will be paid for as a part of the extra work.

10-1.22 TEMPORARY PAVEMENT DELINEATION

Temporary pavement delineation shall be furnished, placed, maintained, and removed in conformance with the provisions in Section 12-3.01, "General," of the Standard Specifications and these special provisions. Nothing in these special provisions shall be construed as reducing the minimum standards specified in the California MUTCD or as relieving the Contractor from the responsibilities specified in Section 7-1.09, "Public Safety," of the Standard Specifications.

GENERAL

When the work causes obliteration of pavement delineation, temporary or permanent pavement delineation shall be in place before opening the traveled way to public traffic. Laneline or centerline pavement delineation shall be provided for traveled ways open to public traffic.

Work necessary, including required lines or markers, to establish the alignment of temporary pavement delineation shall be performed by the Contractor. Surfaces to receive application of paint or removable traffic tape temporary pavement delineation shall be dry and free of dirt and loose material. Temporary pavement delineation shall not be applied over existing pavement delineation or other temporary pavement delineation. Temporary pavement delineation shall be maintained until superseded or replaced with a new pattern of temporary pavement delineation or permanent pavement delineation, or as determined by the Engineer.

Temporary pavement markers and removable traffic tape that conflicts with a new traffic pattern or that is applied to the final layer of surfacing or existing pavement to remain in place shall be removed when no longer required for the direction of public traffic, as determined by the Engineer.

Temporary pavement delineation shall be used on or adjacent to lanes open to public traffic for a maximum of 14 days. Before the end of the 14 days, the permanent pavement delineation shall be placed. If the permanent pavement delineation is not placed within the 14 days, additional temporary pavement delineation shall be provided by the Contractor at no additional cost to the Department. The additional temporary pavement delineation to be provided shall be equivalent to the pattern specified for the permanent pavement delineation for the area, as determined by the Engineer.

Painted traffic stripe used for temporary delineation shall conform to Section 84-3, "Painted Traffic Stripes and Pavement Markings," of the Standard Specifications, except for payment. The number of coats shall be, at the option of the Contractor, either one or 2 coats. The quantity of painted traffic stripe used for temporary delineation will not be included in the quantities of paint traffic stripe to be paid for.

TEMPORARY LANELINE ANDCENTERLINE DELINEATION

When lanelines or centerlines are obliterated, the minimum laneline and centerline delineation to be provided shall be temporary pavement markers placed at longitudinal intervals of not more than 24 feet. The temporary pavement markers shall be the same color as the laneline or centerline the markers replace. Temporary pavement markers shall be, at the option of the Contractor, one of the temporary pavement markers listed for short term day/night use (14 days or less) or long term day/night use (6 months or less) in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. Temporary pavement markers shall be placed in conformance with the manufacturer's instructions and shall be cemented to the surfacing with the adhesive recommended by the manufacturer, except epoxy adhesive shall not be used to place pavement markers in areas where removal of the markers will be required.

Temporary laneline or centerline delineation consisting entirely of temporary pavement markers shall be placed on longitudinal intervals of not more than 24 feet.

Where "no passing" centerline pavement delineation is obliterated, the following "no passing" zone signing shall be installed before opening the lanes to public traffic. W20-1 (ROAD WORK AHEAD) signs shall be installed from 1,000 feet to 2,000 feet in advance of "no passing" zones. R4-1 (DO NOT PASS) signs shall be installed at the beginning and at every 2,000-foot interval within "no passing" zones. For continuous zones longer than 2 miles, W7-3a or W71(CA) (NEXT _____ MILES) signs shall be installed beneath the W20-1 signs installed in advance of "no passing" zones. R4-2 (PASS WITH CARE) signs shall be installed at the end of "no passing" zones. The exact location of "no passing" zone signing will be as determined by the Engineer and shall be maintained in place until permanent "no passing" centerline pavement delineation has been applied. The signing for "no passing" zones shall be removed when no longer required for the direction of public traffic. The signing for "no passing" zones shall conform to the provisions in "Construction Area Signs" of these special provisions, except for payment.

Full compensation for furnishing, placing, maintaining, and removing temporary pavement markers used for temporary laneline and centerline delineation and for providing equivalent patterns of permanent traffic lines for these areas when required shall be considered as included in the contract prices paid for the items of work that obliterated the laneline and centerline pavement delineation and no separate payment will be made therefor.

Full compensation for furnishing, placing, and maintaining temporary painted laneline and centerline pavement delineation shall be considered as included in the contract prices paid for the items of work that obliterated the laneline and centerline pavement delineation and no separate payment will be made therefor.

Full compensation for furnishing, placing, maintaining, and removing signing specified for "no passing" zones shall be considered as included in the contract prices paid for the items of work that obliterated the laneline and centerline pavement delineation and no separate payment will be made therefor.

10-1.23 BARRICADE

Barricades shall be furnished, placed and maintained at the locations shown on the plans, specified in the Standard Specifications or in these special provisions or where designated by the Engineer. Barricades shall conform to the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Attention is directed to "Prequalified and Tested Signing and Delineation Materials" of these special provisions regarding retroreflective sheeting for barricades.

Construction area sign and marker panels conforming to the provisions in Section 12-3.06, "Construction Area Signs," of the Standard Specifications shall be installed on barricades in a manner determined by the Engineer at the locations shown on the plans.

Sign panels for construction area signs and marker panels installed on barricades shall conform to the provisions in Section 12-3.06A, "Stationary Mounted Signs," of the Standard Specifications.

Full compensation for furnishing, installing, maintaining, and removing construction area signs and marker panels on barricades shall be considered as included in the contract unit price paid for the type of barricade involved and no separate payment will be made therefor.

Barricades shown on the plans as part of a traffic control system will be paid for as provided in "Traffic Control System for Lane Closure" of these special provisions and will not be included in the count for payment of barricades.

10-1.24 PORTABLE CHANGEABLE MESSAGE SIGN

Two portable changeable message signs shall be furnished, placed, operated, and maintained for each lane closures and one for each ramp closure at locations designated by the Engineer and shall conform to the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

A portable changeable message sign shall be placed in advance of the first warning sign for each stationary lane closure.

A portable changeable message sign shall be placed before and during ramp and connector closures.

Portable changeable message signs will be paid for on a lump sum basis.

The contract lump sum price paid for portable changeable message signs shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals and for doing all the work involved in furnishing, placing, operating, maintaining, repairing, replacing, transporting from location to location and removing portable changeable message signs, complete in place as specified in the Standard Specifications and these special provisions, as shown in the plans and as directed by the Engineer.

10-1.25 TEMPORARY RAILING

Temporary railing (Type K) shall be placed as shown on the plans, as specified in the Standard Specifications or these special provisions or where ordered by the Engineer and shall conform to the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Reflectors on temporary railing (Type K) shall conform to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

Attention is directed to "Public Safety" and "Order of Work" of these special provisions.

Temporary railing (Type K) placed in conformance with the provisions in "Public Safety" of these special provisions will be neither measured nor paid for.

10-1.26 CHANNELIZER

Channelizers shall conform to the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Channelizers shall conform to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

When no longer required for the work as determined by the Engineer, channelizers and underlying adhesive used to cement the channelizer bases to the pavement shall be removed. Removed channelizers and adhesive shall become the property of the Contractor and shall be removed from the site of work.

10-1.27 TEMPORARY CRASH CUSHION MODULE

This work shall consist of furnishing, installing, and maintaining sand filled temporary crash cushion modules in groupings or arrays at each location shown on the plans, as specified in these special provisions or where designated by the Engineer. The grouping or array of sand filled modules shall form a complete sand filled temporary crash cushion in conformance with the details shown on the plans and these special provisions.

Attention is directed to "Public Safety", "Order of Work", and "Temporary Railing" of these special provisions.

Whenever the work or the Contractor's operations establishes a fixed obstacle, the exposed fixed obstacle shall be protected with a sand filled temporary crash cushion. The sand filled temporary crash cushion shall be in place prior to opening the lanes adjacent to the fixed obstacle to public traffic.

Sand filled temporary crash cushions shall be maintained in place at each location, including times when work is not actively in progress. Sand filled temporary crash cushions may be removed during a work period for access to the work provided that the exposed fixed obstacle is 4.6 m or more from a lane carrying public traffic and the temporary crash cushion is reset to protect the obstacle prior to the end of the work period in which the fixed obstacle was exposed. When no longer required, as determined by the Engineer, sand filled temporary crash cushions shall be removed from the site of the work.

At the Contractor's option, the modules for use in sand filled temporary crash cushions shall be either Energite III Inertial Modules, Fitch Inertial Modules or TrafFix Sand Barrels manufactured after March 31, 1997, or equal:

1. Energite III and Fitch Inertial Modules, manufactured by Energy Absorption Systems, Inc., 35 East Wacker Drive, Suite 1100, Chicago, IL 60601:

    1.1. Northern California: Traffic Control Service, Inc., 8585 Thys Court, Sacramento, CA 95828, telephone (800) 884-8274, FAX (916) 387-9734

    1.2. Southern California: Traffic Control Service, Inc., 1818 E. Orangethorpe, Fullerton, CA 92831-5324, telephone (800) 222-8274, FAX (714) 526-9501

2. TrafFix Sand Barrels, manufactured by TrafFix Devices, Inc., 220 Calle Pintoresco, San Clemente, CA 92672, telephone (949) 361-5663, FAX (949) 361-9205

   2.1. Northern California: United Rentals, Inc., 1533 Berger Drive, San Jose, CA 95112, telephone (408) 287-4303, FAX (408) 287-1929
   2.2. Southern California: Statewide Safety & Sign, Inc., P.O. Box 1440, Pismo Beach, CA 93448, telephone (800) 559-7080, FAX (805) 929-5786

Modules contained in each temporary crash cushion shall be of the same type at each location. The color of the modules shall be the standard yellow color, as furnished by the vendor, with black lids. The modules shall exhibit good workmanship free from structural flaws and objectionable surface defects. The modules need not be new. Good used undamaged modules conforming to color and quality of the types specified herein may be utilized. If used Fitch modules requiring a seal are furnished, the top edge of the seal shall be securely fastened to the wall of the module by a continuous strip of heavy duty tape.

Modules shall be filled with sand in conformance with the manufacturer's directions, and to the sand capacity in kilograms for each module shown on the plans. Sand for filling the modules shall be clean washed concrete sand of commercial quality. At the time of placing in the modules, the sand shall contain not more than 7 percent water as determined by California Test 226.

Modules damaged due to the Contractor's operations shall be repaired immediately by the Contractor at the Contractor's expense. Modules damaged beyond repair, as determined by the Engineer, due to the Contractor's operations shall be removed and replaced by the Contractor at the Contractor's expense.

Temporary crash cushion modules shall be placed on movable pallets or frames conforming to the dimensions shown on the plans. The pallets or frames shall provide a full bearing base beneath the modules. The modules and supporting pallets or frames shall not be moved by sliding or skidding along the pavement or bridge deck.

A Type R or P marker panel shall be attached to the front of the crash cushion as shown on the plans, when the closest point of the crash cushion array is within 3.6 m of the traveled way. The marker panel, when required, shall be firmly fastened to the crash cushion with commercial quality hardware or by other methods determined by the Engineer.

At the completion of the project, temporary crash cushion modules, sand filling, pallets or frames, and marker panels shall become the property of the Contractor and shall be removed from the site of the work. Temporary crash cushion modules shall not be installed in the permanent work.

Temporary crash cushion modules will be measured by the unit as determined from the actual count of modules used in the work or ordered by the Engineer at each location. Temporary crash cushion modules placed in conformance with the provisions in "Public Safety" of these special provisions and modules placed in excess of the number specified or shown will not be measured nor paid for.

Repairing modules damaged by public traffic will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications. Modules damaged beyond repair by public traffic, when ordered by the Engineer, shall be removed and replaced immediately by the Contractor. Modules replaced due to damage by public traffic will be measured and paid for as temporary crash cushion module.

If the Engineer orders a lateral move of the sand filled temporary crash cushions and the repositioning is not shown on the plans, moving the sand filled temporary crash cushion will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications and these temporary crash cushion modules will not be counted for payment in the new position.

The contract unit price paid for temporary crash cushion module shall include full compensation for furnishing all labor, materials (including sand, pallets or frames and marker panels), tools, equipment, and incidentals, and for doing all the work involved in furnishing, installing, maintaining, moving, and resetting during a work period for access to the work, and removing from the site of the work when no longer required (including those damaged by public traffic) sand filled temporary crash cushion modules, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.28 EXISTING HIGHWAY FACILITIES

The work performed in connection with various existing highway facilities shall conform to the provisions in Section 15, "Existing Highway Facilities," of the Standard Specifications and these special provisions.

Except as otherwise provided for damaged materials in Section 15-2.04, "Salvage," of the Standard Specifications, the materials to be salvaged shall remain the property of the State, and shall be cleaned, packaged, bundled, tagged, and hauled to the District Regional Recycle Center at District Maintenance Station at 1635 West Pine Avenue, Fresno, CA 93728 and stockpiled.

The Contractor shall notify the Engineer and the District Regional Recycle Coordinator, telephone (559) 445-6641 a minimum of 48 hours prior to hauling salvaged material to the Recycle Center.

EXISTING PAINT SYSTEMS

The existing paint systems on Bridge Number 42-0039, 42-0040, 42-0041 consist of lead paint on the existing barrier rail. Any work that disturbs the existing paint system will expose workers to health hazards and will (1) produce debris containing heavy metal in amounts that exceed the thresholds established in Titles 8 and 22 of the California Code of Regulations or (2) produce toxic fumes when heated. All debris produced when the existing paint system is disturbed shall be contained.

Debris Containment and Collection Program

Prior to starting work, the Contractor shall submit a debris containment and collection program to the Engineer in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications, for debris produced when the existing paint system is disturbed. The program shall identify materials, equipment, and methods to be used when the existing paint system is disturbed and shall include working drawings of containment systems, loads applied to the bridge by containment structures, and provisions for ventilation and air movement for visibility and worker safety.

If the measures being taken by the Contractor are inadequate to provide for the containment and collection of debris produced when the existing paint system is disturbed, the Engineer will direct the Contractor to revise the operations and the debris containment and collection program. The directions will be in writing and will specify the items of work for which the Contractor's debris containment and collection program is inadequate. No further work shall be performed on the items until the debris containment and collection program is adequate and, if required, a revised program has been approved for the containment and collection of debris produced when the existing paint system is disturbed.

The Engineer will notify the Contractor of the approval or rejection of the submitted or revised debris containment and collection program within 2 weeks of submittal of the Contractor's program or revised program.

The State will not be liable to the Contractor for failure to approve all or any portion of an originally submitted or revised debris containment and collection program, nor for delays to the work due to the Contractor's failure to submit an acceptable program.

Full compensation for the debris containment and collection program shall be considered as included in the contract price paid for the item of work causing the existing paint system to be disturbed, and no additional compensation will be allowed therefor.

Safety and Health Provisions

Attention is directed to Section 7-1.06, "Safety and Health Provisions," of the Standard Specifications. Work practices and worker health and safety shall conform to the California Code of Regulations, Title 8, Construction Safety Orders, including Section 1532.1, "Lead."

The Contractor shall furnish the Engineer a written Code of Safe Practices and shall implement an Injury and Illness Prevention Program and a Hazard Communication Program in conformance with the requirements of Construction Safety Orders, Sections 1509 and 1510.

Prior to starting work that disturbs the existing paint system, and when revisions to the program are required by Section 1532.1, "Lead," the Contractor shall submit the compliance programs required in subsection (e)(2), "Compliance Program," of Section 1532.1, "Lead," of the Construction Safety Orders to the Engineer in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. The compliance programs shall include the data specified in subsections (e)(2)(B) and (e)(2)(C) of Section 1532.1, "Lead." Approval of the compliance programs by the Engineer will not be required. The compliance programs shall be reviewed and signed by a Certified Industrial Hygienist (CIH) who is certified in comprehensive practice by the American Board of Industrial Hygiene (ABIH). Copies of all air monitoring or jobsite inspection reports made by or under the direction of the CIH in conformance with Section 1532.1, "Lead," shall be furnished to the Engineer within 10 days after the date of monitoring or inspection.

Full compensation for furnishing the Engineer with the submittals and for implementing the programs required by this safety and health section shall be considered as included in the contract price paid for the item of work causing the existing paint system to be disturbed, and no additional compensation will be allowed therefor.

Debris Handling

Debris produced when the existing paint system is disturbed shall not be temporarily stored on the ground. Debris accumulated inside the containment system shall be removed before the end of each work shift. Debris shall be stored in approved, leakproof containers and shall be handled in such a manner that no spillage will occur.

Disposal of debris produced when the existing paint system is disturbed shall be performed in conformance with all applicable Federal, State, and Local hazardous waste laws. Laws that govern this work include:

A. Health and Safety Code, Division 20, Chapter 6.5 (California Hazardous Waste Control Act).

B. Title 22; California Code of Regulations, Division 4.5, (Environmental Health Standards for the Management of Hazardous Waste).
C. Title 8, California Code of Regulations.

Except as otherwise provided herein, debris produced when the existing paint system is disturbed shall be disposed of by the Contractor at an approved Class 1 disposal facility in conformance with the requirements of the disposal facility operator. The debris shall be hauled by a transporter currently registered with the California Department of Toxic Substances Control using correct manifesting procedures and vehicles displaying current certification of compliance. The Contractor shall make all arrangements with the operator of the disposal facility and perform any testing of the debris required by the operator.

At the option of the Contractor, the debris produced when the existing paint system is disturbed may be disposed of by the Contractor at a facility equipped to recycle the debris, subject to the following requirements:

A. Copper slag abrasive blended by the supplier with a calcium silicate compound shall be used for blast cleaning.
B. The debris produced when the existing paint system is disturbed shall be tested by the Contractor to confirm that the solubility of the heavy metals is below regulatory limits and that the debris may be transported to the recycling facility as a non-hazardous waste.
C. The Contractor shall make all arrangements with the operator of the recycling facility and perform any testing of the debris produced when the existing paint system is disturbed that is required by the operator.

Full compensation for debris handling and disposal shall be considered as included in the contract price paid for the item of work causing the existing paint system to be disturbed, and no additional compensation will be allowed therefor.

SALVAGE METAL BEAM GUARD RAILING

Existing metal beam guard railing, where shown on the plans to be salvaged, shall be removed and salvaged.

Existing concrete anchors or steel foundation tubes shall be completely removed and disposed of. Full compensation for removing and disposing of concrete anchors or steel foundation tubes shall be considered as included in the contract price paid per meter for salvage metal beam guard railing and no separate payment will be made therefor.

Full compensation for removing cable anchor assemblies, terminal anchor assemblies or steel foundation tubes shall be considered as included in the contract price paid per meter for salvage metal beam guard railing and no separate payment will be made therefor.

REMOVE METAL BEAM GUARD RAILING

Existing metal beam guard railing, where shown on the plans to be removed, shall be removed and disposed of.

Existing concrete anchors or steel foundation tubes shall be completely removed and disposed of. Full compensation for removing concrete anchors shall be considered as included in the contract price paid per meter for remove metal beam guard railing and no separate payment will be made therefor.

Full compensation for removing cable anchor assemblies, terminal anchor assemblies or steel foundation tubes shall be considered as included in the contract price paid per meter for remove metal beam guard railing and no separate payment will be made therefor.

REMOVE PAVEMENT MARKER

Existing pavement markers, including underlying adhesive, when no longer required for traffic lane delineation as determined by the Engineer, shall be removed and disposed of.

REMOVE TRAFFIC STRIPE AND PAVEMENT MARKING

Traffic stripe and pavement marking shall be removed at the locations shown on the plans and as directed by the Engineer.

Attention is directed to "Water Pollution Control" of these special provisions.

Waste from removal of yellow thermoplastic traffic stripe contains lead chromate in average concentrations greater than or equal to 5 mg/L Soluble Lead or 1000 mg/kg Total Lead. Yellow thermoplastic stripe exists as shown on the plans.

Residue produced from the removal of yellow thermoplastic contains heavy metals in concentrations that exceed thresholds established by the California Health and Safety Code and Title 22 of the California Code of Regulations. The Contractor shall assume that the residue is not regulated under the Federal Resource Conservation and Recovery Act (RCRA). Yellow thermoplastic may produce toxic fumes when heated.

The removed yellow thermoplastic shall be disposed of at a Class 1 disposal facility in conformance with the requirements of the disposal facility operator within 45 days after accumulating 100 kg of residue and dust. The Contractor shall make necessary arrangements to test the yellow thermoplastic residue as required by the disposal facility and these special provisions. Testing shall include, at a minimum, (1) Total Lead by EPA Method 6010B and Chromium by EPA

Method 7000 series, (2) Soluble Lead and Chromium by California Waste Extraction Test, and (3) Soluble Lead and Chromium by Toxicity Characteristic Leaching Procedure. From the first 840 L of waste or portion thereof, if less than 840 L of waste are produced, a minimum of four randomly selected samples shall be taken and analyzed individually. Samples shall not be composited. From each additional 3360 L of waste or portion thereof, if less than 3360 L are produced, a minimum of one additional random sample shall be taken and analyzed. Each sample shall be homogenized prior to analysis by the laboratory performing the analyses. A sample aliquot sufficient to cover the amount necessary for the total and the soluble analyses shall then be taken. This aliquot shall be homogenized a second time and the total and soluble (if necessary) run on this aliquot. The homogenization process shall not include grinding of the samples. The Contractor shall submit the name and location of the disposal facility and analytical laboratory along with the testing requirements to the Engineer not less than 5 days prior to the start of removal of yellow thermoplastic traffic stripe. The analytical laboratory shall be certified by the Department of Health Services Environmental Laboratory Accreditation Program for all analyses to be performed. Test results shall be provided to the Engineer for review prior to signing a waste profile as requested by the disposal facility, prior to issuing an EPA identification number, and prior to allowing removal of the waste from the site.

The Contractor shall prepare a project specific Lead Compliance Plan to prevent or minimize worker exposure to lead while handling removed yellow thermoplastic residue. Attention is directed to Title 8, California Code of Regulations, Section 1532.1, "Lead," for specific Cal-OSHA requirements when working with lead.

The Lead Compliance Plan shall contain the elements listed in Title 8, California Code of Regulations, Section 1532.1(e)(2)(B). Before submission to the Engineer, the Lead Compliance Plan shall be approved by an Industrial Hygienist certified in Comprehensive Practice by the American Board of Industrial Hygiene. The Plan shall be submitted to the Engineer at least 7 days prior to beginning removal of yellow thermoplastic.

Prior to removing yellow thermoplastic traffic stripe, personnel who have no prior training, including State personnel, shall complete a safety training program provided by the Contractor that meets the requirements of Title 8, California Code of Regulations, Section 1532.1, "Lead," and the Contractor's Lead Compliance Program.

Personal protective equipment, training, and washing facilities required by the Contractor's Lead Compliance Plan shall be supplied to State personnel by the Contractor. The number of State personnel will be 3.

Where grinding or other methods approved by the Engineer are used to remove yellow thermoplastic traffic stripe, the removed residue, including dust, shall be contained and collected immediately. Collection shall be by a high efficiency particulate air (HEPA) filter equipped vacuum attachment operated concurrently with the removal operations or other equally effective methods approved by the Engineer. The Contractor shall submit a written work plan for the removal, storage, and disposal of yellow thermoplastic traffic stripe to the Engineer for approval not less than 7 days prior to the start of the removal operations. Removal operations shall not be started until the Engineer has approved the work plan.

The removed yellow thermoplastic traffic stripe residue shall be stored and labeled in covered containers. Labels shall conform to the provisions of Title 22, California Code of Regulations, Sections 66262.31 and 66262.32. Labels shall be marked with date when the waste is generated, the words "Hazardous Waste," composition and physical state of the waste (for example, asphalt grindings with thermoplastic), the word "Toxic," the name and address of the Engineer, the Engineer's telephone number, contract number, and Contractor or subcontractor. The containers shall be a type approved by the United States Department of Transportation for the transportation and temporary storage of the removed residue. The containers shall be handled so that no spillage will occur. The containers shall be stored in a secured fenced enclosure at a location within the project limits until disposal, as approved by the Engineer.

If the yellow thermoplastic traffic stripe residue is transported to a Class 1 disposal facility as a hazardous waste, a manifest shall be used, and the transporter shall be registered with the California Department of Toxic Substance Control. The Engineer will obtain the United States Environmental Protection Agency Identification Number and sign all manifests as the generator within 2 working days of receiving sample test results and approving the test methods.

Nothing in these special provisions shall relieve the Contractor of the Contractor's responsibilities as specified in Section 7-1.09, "Public Safety," of the Standard Specifications.

The contract lump sum price paid for Lead Compliance Plan (Stripe Removal) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in preparing the Lead Compliance Plan, including paying the Certified Industrial Hygienist, and for providing personnel protective equipment, training, air monitoring, and medical surveillance, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Full compensation for providing a written work plan for the removal, storage, and disposal of yellow thermoplastic traffic stripe shall be considered as included in the contract prices paid per meter for remove yellow thermoplastic traffic stripe and no separate payment will be made therefor.

REMOVE DRAINAGE FACILITY

Existing culverts, and headwalls where shown on the plans to be removed, shall be completely removed and disposed of.

MODIFY HEADWALL

Existing headwalls where shown on the plans to be modified shall be modified as shown on the plans.

Portland cement concrete shall be minor concrete or may be produced from commercial quality concrete containing not less than 350 kilograms of cement per cubic meter.

REMOVE ASPHALT CONCRETE DIKE

Existing asphalt concrete dike, where shown on the plans to be removed, shall be removed.

Prior to removing the dike, the outside edge of the asphalt concrete to remain in place shall be cut on a neat line to a minimum depth of 50 mm.

The dike shall be removed in such a manner that the surfacing which is to remain in place is not damaged.

The dike shall be disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13 of the Standard Specifications.

REMOVE FENCE

Existing fence (Type BW), where shown on the plans to be removed, shall be removed and disposed of.

Existing fences shall not be removed until replacement fences have been constructed or until the existing fences are no longer needed for animal control, unless otherwise directed by the Engineer.

RECONSTRUCT CHAIN LINK FENCE

Existing chain link fence, at the locations shown on the plans, shall be removed and reconstructed.

Fence removed in excess of that required for reconstructing chain link fence shall be disposed of.

Full compensation for removing and disposing of excess fence shall be considered as included in the contract price paid per meter for reconstruct chain link fence and no separate payment will be made therefor.

RELOCATE FENCE

Existing fence where shown on the plans to be relocated shall be removed and relocated to the new location shown on the plans.

Relocated fence shall be installed at the new location on the same day that the fence is removed from its original location.

COLD PLANE ASPHALT CONCRETE PAVEMENT

Existing asphalt concrete pavement shall be cold planed at the locations and to the dimensions shown on the plans.

Planing asphalt concrete pavement shall be performed by the cold planing method. Planing of the asphalt concrete pavement shall not be done by the heater planing method.

Cold planing machines shall be equipped with a cutter head not less than 750 mm in width and shall be operated so that no fumes or smoke will be produced. The cold planing machine shall plane the pavement without requiring the use of a heating device to soften the pavement during or prior to the planing operation.

The depth, width, and shape of the cut shall be as shown on the typical cross sections or as designated by the Engineer. The final cut shall result in a uniform surface conforming to the typical cross sections. The outside lines of the planed area shall be neat and uniform. Planing asphalt concrete pavement operations shall be performed without damage to the surfacing to remain in place.

Planed widths of pavement shall be continuous except for intersections at cross streets where the planing shall be carried around the corners and through the conform lines. Following planing operations, a drop-off of more than 45 mm will not be allowed between adjacent lanes open to public traffic.

Where transverse joints are planed in the pavement at conform lines no drop-off shall remain between the existing pavement and the planed area when the pavement is opened to public traffic. If asphalt concrete has not been placed to the level of existing pavement before the pavement is to be opened to public traffic a temporary asphalt concrete taper shall be constructed. Asphalt concrete for temporary tapers shall be placed to the level of the existing pavement and tapered on a slope of 1:30 (Vertical: Horizontal) or flatter to the level of the planed area.

Asphalt concrete for temporary tapers shall be commercial quality and may be spread and compacted by any method that will produce a smooth riding surface. Temporary asphalt concrete tapers shall be completely removed, including the removal of loose material from the underlying surface, before placing the permanent surfacing. The removed material shall be disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Operations shall be scheduled so that not more than 7 days shall elapse between the time when transverse joints are planed in the pavement at the conform lines and the permanent surfacing is placed at the conform lines.

The material planed from the roadway surface, including material deposited in existing gutters or on the adjacent traveled way, shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications. Removal operations of cold planed material shall be concurrent with planing operations and follow within 15 m of the planer, unless otherwise directed by the Engineer.

Cold plane asphalt concrete pavement will be measured by the square meter. The quantity to be paid for will be the actual area of surface cold planed irrespective of the number of passes required to obtain the depth shown on the plans.

The contract price paid per square meter for cold plane asphalt concrete pavement shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in cold planing asphalt concrete surfacing and disposing of planed material, including furnishing the asphalt concrete for and constructing, maintaining, removing, and disposing of temporary asphalt concrete tapers, as specified in the Standard Specifications and these special provisions and as directed by the Engineer.

BRIDGE REMOVAL (Portion)

Removing bridges or portions of bridges shall conform to the provisions in Section 15-4, "Bridge Removal," of the Standard Specifications and these special provisions.

Bridge Removal (Portion) (Location A). Kings Slough Overflow Bridge (Widen), Bridge No. 42-0039. Remove existing curb and railing and remove concrete portion.

Bridge Removal (Portion) (Location B). Kings Slough Overflow Bridge (Widen), Bridge No. 42-0040. Remove existing curb and railing and remove concrete portion.

Bridge Removal (Portion) (Location C). Kings Slough Bridge (Widen), Bridge No. 42-0041. Remove existing curb and railing and remove concrete portion.

Removed materials that are not to be salvaged or used in the reconstruction shall become the property of the Contractor and shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

The Contractor shall submit a complete bridge removal plan to the Engineer for each bridge listed above, detailing procedures, sequences, and all features required to perform the removal in a safe and controlled manner.

The bridge removal plan shall include, but not be limited to the following:

A. The removal sequence, including staging of removal operations.
B. Equipment locations on the structure during removal operations.
C. Temporary support shoring or temporary bracing.
D. Locations where work is to be performed over waterways.
E. Details, locations, and types of protective covers to be used.
F. Measures to assure that people, property, utilities, and improvements will not be endangered.
G. Details and measures for preventing material, equipment, and debris from falling onto waterways.

When protective covers are required for removal of portions of a bridge, or when superstructure removal works on bridges are involved, the Contractor shall submit working drawings, with design calculations, to the Engineer for the proposed bridge removal plan, and the bridge removal plan shall be prepared and signed by an engineer who is registered as a Civil Engineer in the State of California. The design calculations shall be adequate to demonstrate the stability of the structure during all stages of the removal operations. Calculations shall be provided for each stage of bridge removal and shall include dead and live load values assumed in the design of protective covers.

Temporary support shoring, temporary bracing, and protective covers, as required, shall be designed and constructed in conformance with the provisions in Section 51-1.06, "Falsework," of the Standard Specifications and these special provisions.

The assumed horizontal load to be resisted by the temporary support shoring and temporary bracing, for removal operations only, shall be the sum of the actual horizontal loads due to equipment, construction sequence or other causes, and an allowance for wind, but in no case shall the assumed horizontal load to be resisted in any direction be less than 5 percent of the total dead load of the structure to be removed.

The bridge removal plan shall conform to the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. The number of sets of drawings, design calculations, and the time for reviewing bridge removal plans shall be the same as specified for falsework working drawings in Section 51-1.06A, "Falsework Design and Drawings," of the Standard Specifications.

The following additional requirements apply to the removal of bridges or portions of bridges:

A. A protective cover shall be constructed before beginning bridge removal work. The protective cover shall be supported by shoring, falsework, or members of the existing structure. The Contractor shall be responsible for

designing and constructing safe and adequate protective covers, shoring, and falsework with sufficient strength and rigidity to support the entire load to be imposed.

B. The construction and removal of the protective cover, and the installation and removal of temporary railings shall conform to the provisions in "Order of Work," "Maintaining Traffic," and "Temporary Railings" of these special provisions.
C. Bridge removal methods shall be described in the working drawings, supported by calculations with sufficient details to substantiate live loads used in the protective cover design. Dead and live load values assumed for designing the protective cover shall be shown on the working drawings.
D. The protective cover shall prevent any materials, equipment, or debris from falling onto waterway. The protective cover shall have a minimum strength equivalent to that provided by good, sound Douglas fir planking having a nominal thickness of 50 mm. Additional layers of material shall be furnished as necessary to prevent fine materials or debris from sifting down upon the waterway, traveled way and shoulders.
E. During the removal of bridge segments, and when portions of the bridge, such as deck slabs or box girder slabs, comply with the requirements for the protective cover, a separate protective cover need not be constructed.
F. The protective cover shall extend at least 3 m beyond the outside face of the bridge railing, except that, at locations where the bridge railing is to be removed and new girders are not constructed, the protective cover shall extend from the face of the exterior girder or at least 0.6-m inside of the bridge railing to be removed, whichever is less, to at least 1.2 m beyond the outside face of the bridge railing.
G. The protective cover shall provide the openings specified under "Maintaining Traffic" of these special provisions, except that when no openings are specified for bridge removal, a vertical opening of 4.6 m and a horizontal opening of 9.8 m shall be provided for the passage of public traffic.
H. Falsework or supports for protective covers shall not extend below the vertical clearance level nor to the ground line at any location within the waterway.
I. The construction of the protective cover as specified herein shall not relieve the Contractor of responsibilities specified in Section 7-1.12A, "Indemnification," and Section 7-1.12B, "Insurance," of the Standard Specifications.
J. Before removal of the protective cover, the Contractor shall clean the protective cover of all debris and fine material.

For bridge removal that requires the Contractor's registered engineer to prepare and sign the bridge removal plan, the Contractor's registered engineer shall be present at all times when bridge removal operations are in progress. The Contractor's registered engineer shall inspect the bridge removal operation and report in writing on a daily basis the progress of the operation and the status of the remaining structure. A copy of the daily report shall be available at the site of the work at all times. Should an unplanned event occur or the bridge operation deviate from the approved bridge removal plan, the Contractor's registered engineer shall submit immediately to the Engineer for approval, the procedure of operation proposed to correct or remedy the occurrence.

REMOVE ASPHALT CONCRETE SURFACING

Existing asphalt concrete surfacing shall be removed to the top of existing portland cement concrete slab at bridge decks and bridge approaches as shown on the plans and as described in these special provisions.

The Contractor shall verify the depth of asphalt concrete surfacing at a minimum of one location on each shoulder and one location in the traveled way every 30 meters.

The method of removal shall be selected by the Contractor. Equipment or procedures that damage the remaining concrete surface, as determined by the Engineer, shall not be used.

Cold milling equipment may be used to remove asphalt concrete surfacing, except that at least 13 mm of asphalt concrete surfacing shall remain on the deck after the cold milling operation. Removal of the remaining 13 mm of asphalt concrete surfacing shall be performed by other means as selected by the Contractor.

If the Contractor elects to use cold milling equipment, the cold milling equipment shall have the capability to 1) remove concrete a minimum depth of 6 mm, 2) provide a surface relief of no more than 6 mm, and 3) maintain a 4-mm grade tolerance; and shall have the following features:

A. 3 or 4 riding tracks.
B. An automatic grade control system with an electronic averaging system having 3 sensors on each side of the equipment.
C. A conveyer system that leaves no debris on the bridge.
D. A drum that operates in an up-milling direction.
E. Bullet tooth tools with tungsten carbide steel cutting tips.
F. A 16-mm maximum tool spacing.
G. A maximum operating mass of 25400 kg.

The Contractor shall select which sensors are activated during the milling operation to produce the profile required as shown on the plans.

The cold milling equipment shall have a complete set of new tooth tools at the beginning of the job, and the tooth tools shall be replaced as necessary to perform the work satisfactorily.

The Contractor shall provide personnel on each side of the milling drum to monitor the milling operation and maintain radio communication with the operator at all times during the milling operation.

All removed materials shall become the property of the Contractor and shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Remove asphalt concrete surfacing will be measured by the square meter.

The contract price paid per square meter for remove asphalt concrete surfacing shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in removing asphalt concrete surfacing as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

PREPARE CONCRETE BRIDGE DECK SURFACE

This work shall consist of cleaning the portland cement concrete deck surface by using steel shot-blasting and blowing clean the deck surface, as shown on the plans and as described in these special provisions.

All laitance and surface contaminants including, but not limited to, rust, oil, paint, joint material, curing compound, and other foreign material shall be cleaned from the surface of the existing concrete deck.

If the surface becomes contaminated at any time prior to placing the primer for the overlay, the surface shall be cleaned by abrasive blasting.

Where abrasive blasting is being performed within 3 m of a lane occupied by public traffic, the residue including dust shall be removed immediately after contact between the abrasive and the surface being treated. Removal of the residue shall be performed by a vacuum attachment operating concurrently with the abrasive blasting operation.

Nothing in these special provisions shall relieve the Contractor from the responsibility to conform with the provisions in Section 7-1.09, "Public Safety," of the Standard Specifications.

Equipment shall be fitted with suitable traps, filters, drip pans, or other devices, as necessary, to prevent oil or other deleterious material from being deposited on the deck.

Equipment or procedures that leave fractured aggregate or otherwise damage the concrete surface which is to remain shall not be used.

All removed materials shall become the property of the Contractor and shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Preparing concrete bridge deck surface will be measured by the square meter of surface which is prepared to receive the overlay, based on dimensions shown on the plans.

The contract price paid per square meter for prepare concrete bridge deck surface shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in preparing the concrete bridge deck surface, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

REMOVE CONCRETE

Concrete, where shown on the plans to be removed, shall be removed.

Removing concrete curb will be measured by the meter, measured along the curb before removal operations.

Concrete removed shall be disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Concrete within construction limits, shall be removed.

Where no joint exists between concrete to be removed and concrete to remain in place, the concrete shall be cut on a neat line to a minimum depth of 50 mm with a power driven saw before the concrete is removed.

Where concrete has been removed outside the roadway prism, the backfilled areas shall be graded to drain and blend in with the surrounding terrain.

Concrete to be removed which has portions of the same structure both above and below ground will be considered as concrete above ground for compensation.

10-1.29 CLEARING AND GRUBBING

Clearing and grubbing shall conform to the provisions in Section 16, "Clearing and Grubbing," of the Standard Specifications and these special provisions.

Attention is directed to "General Migratory Bird Protection" regarding clearing and grubbing of bird habitat.

Vegetation shall be cleared and grubbed only within the excavation and embankment slope lines.

At locations where there is no grading adjacent to a bridge or other structure, clearing and grubbing of vegetation shall be limited to 1.5 m outside the physical limits of the bridge or structure.

Existing vegetation outside the areas to be cleared and grubbed shall be protected from injury or damage resulting from the Contractor's operations.

Activities controlled by the Contractor, except cleanup or other required work, shall be confined within the graded areas of the roadway.

Nothing herein shall be construed as relieving the Contractor of the Contractor's responsibility for final cleanup of the highway as provided in Section 4-1.02, "Final Cleaning Up," of the Standard Specifications.

10-1.30 EARTHWORK

Earthwork shall conform to the provisions in Section 19, "Earthwork," of the Standard Specifications and these special provisions.

The portion of imported borrow placed within 1.5 m of the finished grade shall have a Resistance (R-Value) of not less than 20.

Reinforcement or metal attached to reinforced concrete rubble placed in embankments shall not protrude above the grading plane. Prior to placement within 0.6-m below the grading plane of embankments, reinforcement or metal shall be trimmed to no greater than 20 mm from the face of reinforced concrete rubble. Full compensation for trimming reinforcement or metal shall be considered as included in the contract prices paid per cubic meter for the types of excavation shown in the Engineer's estimate, or the contract prices paid for furnishing and placing imported borrow or embankment material, as the case may be, and no additional compensation will be allowed therefor.

Imported borrow shall be mineral material including rock, sand, gravel, or earth. The Contractor shall not use man-made refuse in imported borrow including:

A. Portland cement concrete
B. Asphalt concrete
C. Material planed from roadway surfaces
D. Residue from grooving or grinding operations
E. Metal
F. Rubber
G. Mixed debris
H. Rubble

Imported borrow will be measured and paid for by the cubic meter and the quantity to be paid for will be computed in the following manner:

A. The total quantity of embankment will be computed in conformance with the provisions for roadway excavation in Section 19-2.08, "Measurement," of the Standard Specifications, on the basis of the planned or authorized cross section for embankments as shown on the plans and the measured ground surface.
B. The Contractor, at the Contractor's option, may compact the ground surface on which embankment is to be constructed before placing any embankment thereon. If the compaction results in an average subsidence exceeding 75 mm, the ground surface will be measured after completion of the compaction. The Engineer shall be allowed the time necessary to complete the measurement of an area before placement of embankment is started in that area.
C. The quantities of roadway excavation, and structure excavation, which have been used in the embankment, will be adjusted by multiplying by a grading factor to be determined in the field by the Engineer. No further adjustment will be made in the event that the grading factor determined by the Engineer does not equal the actual grading factor.
D. The quantity of imported borrow to be paid for will be that quantity remaining after deducting the adjusted quantities of excavation from the total embankment quantity.
E. The Contractor may propose a plan whereby the Contractor would be paid on the basis of measured settlement in lieu of the allowance specified above. The proposal shall include complete details of the subsidence-measuring devices and a detailed plan of each installation. If the proposed plan is approved by the Engineer, the Contractor, at the Contractor's expense, shall provide, install and maintain the subsidence-measuring devices. The Engineer will take necessary readings to determine the progress of subsidence, if any, and the Contractor shall provide necessary assistance to make the readings.
F. Installed devices which are determined by the Engineer to have been damaged will not be used for the determination of subsidence for the area the devices represent in the pattern of approved installations. The subsidence of the area represented by that installation shall be considered zero, regardless of the subsidence measured at other installations.
G. The volumes required as a result of subsidence will be computed by the average-end-area method from the original measurements and the final measurements, including zero subsidence at all points and for all areas as provided

herein. It shall be understood and agreed that the subsidence at the point of intersection of the side slopes (and end slopes at structures) with the ground line as established by the original cross sections shall be considered as zero. Unless otherwise agreed to by the Engineer, the subsidence shall be considered as zero at the points on the cross sections 15 m beyond the beginning and ending of the instrumented area. The computed volumes for such subsidence will be added to the quantities of embankment measured as specified herein.

H. Detachable elements of the subsidence-measuring devices which can be salvaged without damage to the work shall remain the property of the Contractor and shall be removed from the highway right of way after final measurements are made.

10-1.31 MOVE-IN/MOVE-OUT (EROSION CONTROL)

Move-in/move-out (erosion control) shall include moving onto the project when an area is ready to receive erosion control as determined by the Engineer, setting up all required personnel and equipment for the application of erosion control materials and moving out all personnel and equipment when erosion control in that area is completed.

When areas are ready to receive applications of erosion control (Types C), as determined by the Engineer, the Contractor shall begin erosion control work in that area within 5 working days of the Engineer's notification to perform the erosion control work.

Attention is directed to the requirements of erosion control (Types C) elsewhere in these special provisions.

Quantities of move-in/move-out (erosion control) will be determined as units from actual count as determined by the Engineer. For measurement purposes, a move-in followed by a move-out will be considered as one unit.

The contract unit price paid for move-in/move-out (erosion control) shall include full compensation for furnishing all labor, materials (excluding erosion control materials), tools, equipment, and incidentals and for doing all the work involved in moving in and removing from the project all personnel and equipment necessary for application of erosion control (Types C), as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

No adjustment of compensation will be made for any increase or decrease in the quantities of move-in/move-out (erosion control) required, regardless of the reason for the increase or decrease. The provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications shall not apply to the item of move-in/move-out (erosion control).

10-1.32 EROSION CONTROL (TYPE C)

Erosion control (Type C) includes incorporating straw and applying other erosion control materials to embankment slopes that are 1:4 (vertical:horizontal) or steeper and more than 4 meters in slope length. Erosion control (Type C) must comply with Section 20-3, "Erosion Control," of the Standard Specifications and these special provisions.

Apply erosion control (Type C) when an area is ready to receive erosion control as determined by the Engineer and as specified under "Move-in/Move-out (Erosion Control)" of these special provisions.

Before applying erosion control materials, prepare soil surface under Section 19-2.05, "Slopes," of the Standard Specifications, except that rills and gullies exceeding 50 mm in depth or width must be leveled. Remove vegetative growth, temporary erosion control materials, and other debris from areas to receive erosion control.

Before applying erosion control materials, the Engineer designates the ground location of erosion control (Type C) in increments of one hectare or smaller for smaller areas. Place stakes or other suitable markers at the locations designated by the Engineer. Furnish all tools, labor, and materials required to adequately indicate the various locations.

MATERIALS

Materials must comply with Section 20-2, "Materials," of the Standard Specifications and these special provisions.

Seed

Seed must comply with Section 20-2.10, "Seed," of the Standard Specifications. Seed not required to be labeled under the California Food and Agricultural Code shall be tested for purity and germination by a seed laboratory certified by the Association of Official Seed Analysts or by a seed technologist certified by the Society of Commercial Seed Technologists. Measure and mix individual seed species in the presence of the Engineer.

Seed must contain not more than 1.0 percent total weed seed by weight.

Deliver seed to the job site in unopened separate containers with the seed tag attached. Containers without a seed tag attached are not accepted. The Engineer takes a sample of approximately 30 g or 60 ml of seed for each seed lot greater than 1 kg.

Seed must comply with the following:

Seed

Botanical Name (Common Name)	Percent Germination (Minimum)	Kilograms Pure Live Seed Per Hectare (Slope Measurement)
Lupinus bicolor Pigmy-leaved Lupine	40	2.00
Lupinus sparsiflorus Coulter's Lupine	40	3.00
Eschscholzia californica California Poppy	40	1.00
Festuca ovina duriuscula 'Covar' Covar Sheep Fescue	40	10.00
Poa secunda Pine Bluegrass	20	2.50
Layia platyglossa Tidy Tips	40	2.00
Lasthenia californica Dwarf Goldfields	40	0.50
Nemophilia menziesii Baby Blue Eyes	40	1.00
Clarkia amoena Farewell-To-Spring	40	2.00

Seed Sampling Supplies

At the time of seed sampling, provide the Engineer a glassine lined bag and custody seal tag for each seed lot sample.

Commercial Fertilizer

Commercial fertilizer must comply with Section 20-2.02, "Commercial Fertilizer," of the Standard Specifications and have a guaranteed chemical analysis within 2 percent of 16 percent nitrogen, 20 percent phosphoric acid and 0 percent water soluble potash.

Straw

Straw must comply with Section 20-2.06, "Straw," of the Standard Specifications and these special provisions.
Straw must be derived from rice.
Straw must be free of plastic, glass, metal, rocks, and refuse or other deleterious material.

APPLICATION

Apply erosion control materials in separate applications in the following sequence:

1. Apply straw and incorporate into the soil at the rate of 3.5 tonnes per hectare (slope measurement).
2. Apply the following mixture in the rates indicated. If hydro-seeding equipment is used, the mixture must be applied within 60 minutes after the seed has been added to the mixture.

Material	Kilograms Per Hectare (Slope Measurement)
Seed	24
Fiber	300
Commercial Fertilizer	150

3. Apply a second application of straw and incorporated into the soil at the rate of 3.5 tonnes per hectare based on slope measurements.

The Engineer may change the rates of erosion control materials to meet field conditions.

MEASUREMENT AND PAYMENT

Erosion control (Type C will be measured by the square meter or by the hectare, whichever is designated in the Engineer's Estimate. The area will be calculated on the basis of actual or computed slope measurements.

The contract price paid per square meter or hectare for erosion control (Type C) includes full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in applying erosion control (Type C) complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.33 AGGREGATE SUBBASE

Aggregate subbase must comply with Section 25, "Aggregate Subbases," of the Standard Specifications and these special provisions.

Aggregate subbase must be Class 2.

Do not store reclaimed asphalt concrete or aggregate subbase with reclaimed asphalt concrete within 30 m measured horizontally of any culvert, watercourse, or bridge.

10-1.34 AGGREGATE BASE

Aggregate base must comply with Section 26, "Aggregate Bases," of the Standard Specifications and these special provisions.

Aggregate base must be Class 2.

Do not store reclaimed asphalt concrete or aggregate base with reclaimed asphalt concrete within 30 m measured horizontally of any culvert, watercourse, or bridge.

10-1.35 SEAL RANDOM CRACKS IN EXISTING SURFACING

Cracks in existing asphalt concrete surfacing of traffic lanes and shoulders shall be prepared and filled with crack sealant as shown on the plans and in conformance with these special provisions.

Cracks 6 mm wide and wider in existing asphalt concrete surfacing and shoulders shall be prepared and sealed. Limits of lanes and shoulders to be prepared and sealed shall be as designated on the plans or directed by the Engineer.

The Contractor shall provide the Engineer with a Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificate of Compliance," of the Standard Specifications for each shipment of crack sealant. The certificate shall certify that the sealant conforms to the specifications, and shall be accompanied with storage and heating instructions and cautions for the material.

MATERIALS

Modified asphalt crack sealant shall be a mixture of paving asphalt and ground rubber or ground rubber and polymer.

The gradation of the ground rubber shall be such that 100 percent will pass a 2.36-mm sieve.

Modified asphalt crack sealant shall conform to the following requirements:

Test	ASTM Designation	Requirements
Softening Point	D 36	82°C min.
Cone Penetration @ 25°C	D 5329	30 dmm, min.
Resilience @ 25°C	D 3407	40 percent min.
Flow	D 3407	3 mm max.

Modified asphalt crack sealant material shall be furnished premixed in containers with an inside liner of polyethylene. Packaged material shall not exceed 30 kg in mass.

Modified asphalt crack sealant material shall be capable of being melted and applied to cracks at temperatures below 204°C. When heated, it shall readily penetrate cracks 6 mm wide or wider.

PREPARATION

Cracks to be filled and adjacent asphalt concrete surfacing shall be cleaned and shall be free of dirt, vegetation, debris and loose sealant. Cleaning shall be done by air blasting. Old sealant which protrudes above the asphalt concrete surfacing shall be completely removed. Routing will not be required.

When moisture is present, hot compressed air or other means, approved by the Engineer, shall be used to clean and dry the crack immediately prior to application of crack sealant.

APPLICATION

Crack sealant shall be applied only after the cracks and adjacent asphalt concrete surfacing have been cleaned and dried.

Crack sealant material shall be spread with a nozzle or device approved for use by the Engineer and be placed within the specified temperature range and to the dimensions shown on the plans.

Cracks shall be filled to the elevation of the surrounding pavement or slightly below. Care shall be taken to avoid depositing or spilling material onto the existing pavement surface. Deposits and spills of crack sealant material on the pavement surface shall be immediately removed. A squeegee device shall not be used in removing material.

MEASUREMENT AND PAYMENT

Seal random cracks will be measured by lane-kilometer, from actual measurement along the edge of each paved lane, parallel with the gradient of the pavement, or by lane length calculated using kilometer-post designations, as determined by the Engineer.

The contract price paid per lane-kilometer for seal random cracks shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in sealing random cracks, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Full compensation for cleaning and sealing random cracks in adjacent paved shoulders shall be considered as included in the contract price paid per lane-kilometer for seal random cracks and no additional compensation will be allowed therefor.

10-1.36 ASPHALT CONCRETE

Asphalt concrete shall be Type A and shall conform to the provisions in Section 11-1, "Quality Control / Quality Assurance" of these special provisions.

Surfacing of miscellaneous areas with asphalt concrete shall conform to the provisions in "Asphalt Concrete (Miscellaneous Areas)" of these special provisions.

The grade of asphalt binder to be mixed with aggregate for Type A asphalt concrete shall be Grade 64-10 and shall conform to the provisions in Section 92, "Asphalts" of the Standard Specifications.

Aggregate for Type A asphalt concrete shall have a coarse Durability Index, Dc, of not less than 65 and a fine Durability Index, Df, of not less than 50.

The following process control sampling and testing requirements are added to Table 39-4, “Minimum Process Control Requirements,” in Section 39-4.04 of Section 11-1, "Quality Control / Quality Assurance," elsewhere in these special provisions.

The minimum process control requirements for Durability Index are as follows:

Quality Characteristic	Action Limit	California Test	Minimum Sampling and Testing Frequency	Point of Sampling ‡	Reporting Time Allowance
Coarse Durability Index, Dc (min)	65	229	One sample per 2,500 tons, but not less than one sample per 2 days	Batch plant - from hot bins. Drum plant - from cold feed.	24 hours
Fine Durability Index, Df (min)	50				

Paint binder (tack coat) shall be applied to existing surfaces to be surfaced and between layers of asphalt concrete, except when eliminated by the Engineer.

Paint binder (tack coat) shall be, at the option of the Contractor, either slow-setting asphaltic emulsion, rapid-setting asphaltic emulsion, or paving asphalt. Slow-setting asphaltic emulsion and rapid-setting asphaltic emulsion shall conform to the provisions in Section 39-8.02 of Section 11-1, "Quality Control / Quality Assurance," of these special provisions, and the provisions in Section 94, "Asphaltic Emulsions," of the Standard Specifications. When paving asphalt is used for paint binder; the grade shall be either PG 64-16 or 64-10. Paving asphalt shall be applied at a temperature of not less than 140°C or more than 175°C. Paving asphalt shall conform to the provisions in Section 39-8.02 of Section 11-1, "Quality Control / Quality Assurance," of these special provisions, and the provisions in Section 92, "Asphalts," of the Standard Specifications.

Paint binder (tack coat) shall be applied in the liter per square meter range limits specified for the surfaces to receive asphalt concrete in the tables below. The exact application rate within the range will be determined by the Engineer.

Application Rates for Asphaltic Emulsion Paint Binder (Tack Coat) on Asphalt Concrete (except Open Graded) and on Portland Cement Concrete Pavement (PCCP)		
Type of surface to receive Paint binder (tack coat)	Slow-Setting Asphaltic Emulsion L/m^2 (Note A)	Rapid-Setting Asphaltic Emulsion L/m^2 (Note B)
Dense, compact surfaces, between layers, and on PCCP	0.20 – 0.35	0.10 – 0.20
Open, textured or dry, Aged surfaces	0.35 – 0.90	0.20 – 0.40

Note A: Slow-setting asphaltic emulsion is asphaltic emulsion diluted with additional water. Water shall be added and mixed with the asphaltic emulsion (containing up to 43 percent water) so the resulting mixture contains one part asphaltic emulsion and not more than one part added water. The water shall be added by the emulsion producer or at a facility that has the capability to mix or agitate the combined blend.

Note B: Undiluted rapid-setting asphaltic emulsion

Application Rates for Paint Binder (Tack Coat) on Asphalt Concrete (except Open Graded) and on Portland Cement Concrete Pavement (PCCP)	
Type of surface to receive paint binder (tack coat)	Paving Asphalt L/m^2
Dense, compact surfaces, between layers, and on PCCP	0.05 – 0.10
Open, textured or dry, aged surfaces	0.10 – 0.25

The Contractor may obtain a copy of the Department's "Quality Control / Quality Assurance Manual for Asphalt Concrete Production and Placement" and the statistical evaluation program "PACRS" at:

http://www.dot.ca.gov/hq/construc

The aggregate for Type A asphalt concrete shall conform to the 19 mm maximum, coarse grading specified in Section 39-2.02, "Aggregate," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions.

In addition to the provisions in Section 39-9.01, "Spreading Equipment," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions, asphalt paving equipment shall be equipped with automatic screed controls and a sensing device or devices.

When placing asphalt concrete to lines and grades established by the Engineer, the automatic controls shall control the longitudinal grade and transverse slope of the screed. Grade and slope references shall be furnished, installed, and maintained by the Contractor. A ski device with a minimum length of 9 m shall be used to maintain line and grade. The ski device shall be a rigid one piece unit and the entire length shall be utilized in activating the sensor.

When placing the initial mat of asphalt concrete on existing pavement, the end of the screed nearest the centerline shall be controlled by a sensor activated by a ski device not less than 9 m long. The end of the screed farthest from centerline shall be controlled by an automatic transverse slope device set to reproduce the cross slope designated by the Engineer.

When paving contiguously with previously placed mats, the end of the screed adjacent to the previously placed mat shall be controlled by a sensor that responds to the grade of the previously placed mat and will reproduce the grade in the new mat within a 3 mm tolerance. The end of the screed farthest from the previously placed mat shall be controlled in the same manner the screed was controlled when placing the initial mat.

If the methods and equipment furnished by the Contractor fail to produce a layer of asphalt concrete conforming to the provisions, including straightedge tolerance, in Section 39-10.04, "Compacting," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions, the paving operations shall be discontinued and the Contractor shall modify the equipment or methods, or furnish substitute equipment.

If the automatic screed controls fail to operate properly during a day's work, the Contractor may use manual control of the spreading equipment for the remainder of that day. However, the equipment shall be corrected or replaced with alternative automatically controlled equipment conforming to the requirements in this section before starting another day's work.

If the finished surface of the asphalt concrete on Route 180 traffic lanes does not meet the specified surface tolerances, the finished surface shall be brought within tolerance by either (1) abrasive grinding (with fog seal coat applied on the areas

which have been ground), or (2) removal and replacement, of asphalt concrete. The method will be selected by the Engineer. The corrective work shall be at the Contractor's expense.

If abrasive grinding is used to bring the finished surface to specified surface tolerances, additional grinding shall be performed as necessary to extend the area ground in each lateral direction so that the lateral limits of grinding are at a constant offset from, and parallel to the nearest lane line or pavement edge, and in each longitudinal direction so that the grinding begins and ends at lines normal to the pavement centerline, within a ground area. Ground areas shall be neat rectangular areas of uniform surface appearance. Abrasive grinding shall conform to the provisions in the first paragraph and the last 4 paragraphs in Section 42-2.02, "Construction," of the Standard Specifications.

In addition to the straightedge requirements in Section 39-10.04, "Compacting," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions, asphalt concrete pavement shall conform to the surface tolerances specified herein.

The top surface of the uppermost layer of Type A asphalt concrete surfacing shall be profiled by the Contractor, in the presence of the Engineer. Two profiles shall be obtained in each lane. The profiles shall be approximately one meter from and parallel with the edge of the lane.

Profiles shall be performed using a California Profilograph or equivalent in conformance with the requirements in California Test 526 and as specified in these special provisions. Before beginning profiles, the profilograph shall be calibrated in the presence of the Engineer.

Asphalt concrete pavement shall conform to the following Profile Index requirements:

A. Pavement on tangent alignment and pavement on horizontal curves having a centerline curve radius of 600 m or more shall have a Profile Index of 8 mm or less for each 0.1-km section profiled.
B. Pavement on horizontal curves having a centerline curve radius of 300 m or more but less than 600 m, including the pavement within the superelevation transition of these curves, shall have a Profile Index of 16 mm or less for each 0.1-km section profiled.
C. Pavement containing high point areas with deviations indicated by the profilograph in excess of 7.5 mm in a length of 7.5 m or less shall be corrected by the Contractor regardless of the Profile Index of the each 0.1-km section profiled.

Profile Index requirements will not apply to the following areas of asphalt concrete pavement, but these areas shall conform to the straightedge requirements in Section 39-10.04, "Compacting," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions:

A. Pavement on horizontal curves with a centerline curve radius of less than 300 m and pavement within the superelevation transition on those curves.
B. Pavement with a total thickness of 75 mm or less.
C. Pavement placed in a single lift when required by the special provisions.
D. Pavement with extensive grade or cross slope correction which does not receive advance leveling operations in conformance with the provisions in Section 39-10.03, "Spreading," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions.
E. Pavement for ramps and connectors with steep grades and high rates of superelevation, as determined by the Engineer.
F. Pavement on city or county streets and roads.
G. Pavement on turn lanes and collector lanes that are less than 500 m in length.
H. Shoulders and miscellaneous areas.
I. Pavement placed one meter from and parallel with the joint between asphalt concrete pavement and existing curbs, gutters or existing pavement.
J. Pavement within 15 m of a transverse joint that separates the pavement from an existing pavement, approach slab or structure surface not constructed under the contract.

The Contractor shall complete initial runs of the profilograph before opening new pavement to public traffic. Profilograph operations shall be in conformance with the lane closure requirement in "Maintaining Traffic" of these special provisions. In the event that initial profiles can not be made before opening the pavement to public traffic, they shall be made the next day that lane closures are permitted for the area to be profiled.

Areas of the top surface of the uppermost layer of Type A asphalt concrete pavement that do not meet the specified surface tolerances shall be brought within tolerance by abrasive grinding. Abrasive grinding shall conform to the provisions in the first paragraph and the last 4 paragraphs in Section 42-2.02, "Construction," of the Standard Specifications, except that the grinding residue shall be disposed of outside the highway right of way.

Abrasive grinding shall be performed to reduce individual deviations in excess of 7.5 mm, and to reduce the Profile Index of the pavement to be within the specified tolerance. Deviations in excess of 7.5 mm which cannot be brought into

specified tolerances by abrasive grinding shall be corrected by removal and replacement of asphalt concrete. Corrective work shall be at the Contractor's expense except that flagging costs will be paid for in conformance to the provisions in Section 12-2, "Flagging," of the Standard Specifications. The Contractor shall profile the areas that have received abrasive grinding or corrective work until the final Profile Index of the area is within the specified tolerance.

When abrasive grinding is used to bring the top surface of the uppermost layer of asphalt concrete surfacing within the specified surface tolerances, additional abrasive grinding shall be performed as necessary to extend the area ground in each lateral direction so that the lateral limits of grinding are at a constant offset from, and parallel with, the nearest lane line or pavement edge, and in each longitudinal direction so that the grinding begins and ends at lines normal to the pavement centerline, within a ground area. Ground areas shall be neat rectangular areas of uniform surface appearance.

The original of the final profilograms that indicate the pavement surface is within the Profile Index specified shall become the property of the State and shall be delivered to the Engineer before acceptance of the contract.

Full compensation for performing profiles corrective work shall be considered as included in the contract price paid per tonne for asphalt concrete and no additional compensation will be allowed therefor.

The area to which paint binder has been applied shall be closed to public traffic. Care shall be taken to avoid tracking binder material onto existing pavement surfaces beyond the limits of construction.

A vertical longitudinal joint of more than 45 mm will not be allowed between adjacent lanes open to public traffic.

Where the existing pavement is to be widened by constructing a new structural section adjacent to the existing pavement, the new structural section, on both sides of the existing pavement, shall be completed to match the elevation of the edge of the existing pavement at each location before spreading and compacting asphalt concrete over the adjacent existing pavement.

Shoulders adjacent to a lane being paved shall be surfaced before opening the lane to public traffic.

Additional asphalt concrete surfacing material shall be placed along the edge of the surfacing at road connections and private drives, hand raked, if necessary, and compacted to form smooth tapered conforms. Full compensation for furnishing all labor and tools and doing all the work necessary to hand rake said conforms shall be considered as included in the contract prices paid per tonne for the various contract items of asphalt concrete surfacing involved and no additional compensation will be allowed therefor.

10-1.37 ASPHALT CONCRETE (MISCELLANEOUS AREAS)

Surfacing of miscellaneous areas with asphalt concrete shall conform to the provisions for miscellaneous areas in Section 39, "Asphalt Concrete," of the Standard Specifications and these special provisions.

Asphalt concrete placed in miscellaneous areas may be produced in conformance with the requirements for asphalt concrete placed on the traveled way in Section 11-1, "Quality Control / Quality Assurance," of these special provisions.

The grade of asphalt binder to be mixed with aggregate for asphalt concrete (miscellaneous areas) shall be Grade PG 64-10 conforming to the provisions in Section 92, "Asphalts," of the Standard Specifications.

The grade of asphalt binder to be mixed with aggregate for asphalt concrete dikes shall be Grade PG 70-10 conforming to the provisions in Section 92, "Asphalts," of the Standard Specifications.

The amount of asphalt binder used in asphalt concrete placed in dikes, overside drains, and aprons at the ends of drainage structures shall be increased one percent by mass of the aggregate over the amount of asphalt binder determined for use in asphalt concrete placed on the traveled way.

Aggregate for asphalt concrete dikes shall conform to the 9.5-mm maximum grading specified in Section 39-2.02, "Aggregate," of the Standard Specifications.

The miscellaneous areas to be paid for at the contract price per square meter for place asphalt concrete (miscellaneous area) in addition to the prices paid for the materials involved shall be limited to the areas listed on the plans.

Asphalt concrete placed in miscellaneous areas will be paid for at the contract price per tonne for asphalt concrete in conformance with the provisions in Section 11-1, "Quality Control / Quality Assurance," of these special provisions. Section 39-11.02, "Statistical Evaluation, Determination of Quality Factor and Compensation Adjustment," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions, shall not apply to asphalt concrete placed in miscellaneous areas. Payment for placing asphalt concrete in miscellaneous areas and dikes will be in conformance with the provisions in Section 39-8.02, "Payment," of the Standard Specifications.

10-1.38 PILING

GENERAL

Piling shall conform to the provisions in Section 49, "Piling," of the Standard Specifications, and these special provisions.

Unless otherwise specified, welding of any work performed in conformance with the provisions in Section 49, "Piling," of the Standard Specifications, shall be in conformance with the requirements in AWS D1.1.

Foundation recommendations are included in the "Information Handout" available to the Contractor as provided for in Section 2-1.03, "Examination of Plans, Specifications, Contract, and Site of Work," of the Standard Specifications.

Attention is directed to "Precast Concrete Quality Control" of these special provisions.

Attention is directed to "Welding" of these special provisions.

At the option of the Contractor, vibratory hammers or oscillators may be used to install piles or permanent casings at the locations listed in the following table:

Bridge Name or Number	Abutment Number	Bent Number
42-0041	1&2	

Difficult pile installation is anticipated due to the presence of high ground water, monitoring of settlement, soft surficial soils may need to be reinforced in order to support pile driving equipment.

Driving System Submittal

Prior to installing driven piling, the Contractor shall provide a driving system submittal, including drivability analysis, in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. All proposed driving systems (i.e., each hammer that may be brought onto the site) shall be included in the submittal.

Bridge Number	Control Location
42-0041	

The driving system submittal shall contain an analysis showing that the proposed driving systems will install piling to the specified tip elevation and specified bearing. Driving systems shall generate sufficient energy to drive the piles with stresses not more than 95 percent of the specified yield strength of the steel pile or unfilled steel shell. Submittals shall include the following:

A. Complete description of soil parameters used, including soil quake and damping coefficients, skin friction distribution, ratio of shaft resistance to nominal compression resistance, assumptions made regarding the formation of soil plugs, and assumptions made regarding drilling through the center of open ended steel shells.
B. List of all hammer operation parameters assumed in the analysis, including fuel settings, stroke limitations, and hammer efficiency.
C. Driveability studies that are based on a wave equation analysis using a computer program that has been approved by the Engineer. Driveability studies shall model the Contractor's proposed driving systems, including the hammers, capblocks, and pile cushions, as well as determine driving resistance and pile stresses for assumed site conditions. Separate analyses shall be completed at elevations above the specified tip elevations where difficult driving is anticipated. Studies shall include plots for a range of pile compression capacities above and below the nominal compression resistance shown on the plans. Plots shall include the following:

    1. Pile compressive stress versus blows per 0.30-m.
    2. Pile tensile stress versus blows per 0.30-m.
    3. Nominal compression resistance versus blows per 0.30-m.

The driving system submittal shall be stamped and signed by an engineer who is registered as a Civil Engineer in the State of California. Prior to installing piling, the Contractor shall allow the Engineer 15 working days to review a driving system submittal after a complete set, as determined by the Engineer, has been received. Should the Engineer fail to complete his review within the time allowance, and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in the driving system submittal review, the delay will be considered a right of way delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays" of the Standard Specifications.

The Contractor shall use the driving system and installation methods described in the approved driving system submittal for a given control location. Any change in hammers from those submitted and approved by the Engineer shall also meet the requirements for driving system submittals. Revised and new driving system submittals shall be approved by the Engineer prior to using corresponding driving systems on production piling. The Contractor shall allow the Engineer 15 working days to review each revised and each new driving system submittal after a complete set, as determined by the Engineer, has been received.

Approval of pile driving equipment will not relieve the Contractor of his responsibility to drive piling, free of damage, to the specified penetration.

PRECAST PRESTRESSED CONCRETE PILES

Splicing

Splicing of precast prestressed concrete piling shall be done in conformance with the details shown on the plans and these special provisions.

At the option of the Contractor, piles in excess of 25 m in length may be spliced to attain the length necessary to comply with contract requirements.

Splices shall be located at least one half the distance from the bottom of footing to the specified pile tip.

Splicing may be done by either the dowel or sleeve splice method.

Mix proportions of epoxy mortar shall be one part binder to one part aggregate by volume.

Epoxy mortar for use with dowel splice shall consist of a mixture of epoxy binder and aggregate. The epoxy binder shall conform to the provisions in Section 95-1, "General," and Section 95-2.10, "Binder (Adhesive), Epoxy Resin Base, Fast Setting Low Viscosity," of the Standard Specifications. Aggregate shall consist of a combination of one part material passing the 600-µm sieve, and 3 parts of material passing the 850-µm sieve. The amount of moisture in the aggregate when mixed with binder shall not exceed 0.50-percent, as determined by California Test 226.

At the Contractor's option, epoxy conforming to the provisions in Section 95-1 and Section 95-2.01, "Binder (Adhesive), Epoxy Resin Base," of the Standard Specifications may be substituted for the epoxy mortar specified for the dowel splice.

Epoxy for use with sleeve splices shall conform to the provisions in Section 95-1 and Section 95-2.11, "Epoxy Resin Adhesive for Injection Grouting of Portland Cement Concrete Pavements," of the Standard Specifications.

Forms for retention of epoxy mortar or epoxy for the dowel splice shall be of a material which will prevent the escape of the mortar or epoxy from the joint.

Sleeve splice material shall conform to the provisions in Section 75-1.03, "Miscellaneous Bridge Metal," of the Standard Specifications. Galvanizing will not be required.

After insertion into the bottom portion of the pile, the top portion shall be held rigid until the epoxy has cured.

CAST-IN-DRILLED-HOLE CONCRETE PILES

Cast-in-drilled-hole concrete piling shall conform to the provisions in Section 49-4, "Cast-In-Place Concrete Piles," of the Standard Specifications and these special provisions.

The provisions of "Welding" of these special provisions shall not apply to temporary steel casings.

Cast-in-drilled-hole concrete piles 600 mm in diameter or larger may be constructed by excavation and depositing concrete under slurry.

Materials

Concrete deposited under slurry shall have a nominal penetration equal to or greater than 90 mm. Concrete shall be proportioned to prevent excessive bleed water and segregation.

Concrete deposited under slurry shall contain not less than 400 kg of cementitious material per cubic meter.

The combined aggregate grading used in concrete for cast-in-drilled-hole concrete piling shall be either the 25-mm maximum grading, the 12.5-mm maximum grading, or the 9.5-mm maximum grading and shall conform to the requirements in Section 90-3 "Aggregate Gradings," of the Standard Specifications.

Mineral Slurry

Mineral slurry shall be mixed and thoroughly hydrated in slurry tanks, and slurry shall be sampled from the slurry tanks and tested before placement in the drilled hole.

Slurry shall be recirculated or continuously agitated in the drilled hole to maintain the specified properties.

Recirculation shall include removal of drill cuttings from the slurry before discharging the slurry back into the drilled hole. When recirculation is used, the slurry shall be sampled and tested at least every 2 hours after beginning its use until tests show that the samples taken from the slurry tank and from near the bottom of the hole have consistent specified properties. Subsequently, slurry shall be sampled at least twice per shift as long as the specified properties remain consistent.

Slurry that is not recirculated in the drilled hole shall be sampled and tested at least every 2 hours after beginning its use. The slurry shall be sampled mid-height and near the bottom of the hole. Slurry shall be recirculated when tests show that the samples taken from mid-height and near the bottom of the hole do not have consistent specified properties.

Slurry shall also be sampled and tested prior to final cleaning of the bottom of the hole and again just prior to placing concrete. Samples shall be taken from mid-height and near the bottom of the hole. Cleaning of the bottom of the hole and placement of the concrete shall not start until tests show that the samples taken from mid-height and near the bottom of the hole have consistent specified properties.

Mineral slurry shall be tested for conformance to the requirements shown in the following table:

MINERAL SLURRY		
PROPERTY	REQUIREMENT	TEST
Density (kg/m^3) - before placement in the drilled hole - during drilling - prior to final cleaning - immediately prior to placing concrete	1030* to 1110* 1030* to 1200*	Mud Weight (Density) API 13B-1 Section 1
Viscosity (seconds/liter) bentonite attapulgite	29 to 53 29 to 42	Marsh Funnel and Cup API 13B-1 Section 2.2
pH	8 to 10.5	Glass Electrode pH Meter or pH Paper
Sand Content (percent) - prior to final cleaning - immediately prior to placing concrete	less than or equal to 4.0	Sand API 13B-1 Section 5
*When approved by the Engineer, slurry may be used in salt water, and the allowable densities may be increased up to 32 kg/m^3. Slurry temperature shall be at least 4°C when tested.		

Any caked slurry on the sides or bottom of hole shall be removed before placing reinforcement. If concrete is not placed immediately after placing reinforcement, the reinforcement shall be removed and cleaned of slurry, the sides of the drilled hole cleaned of caked slurry, and the reinforcement again placed in the hole for concrete placement.

Synthetic Slurry

Synthetic slurries shall be used in conformance with the manufacturer's recommendations and these special provisions. The following synthetic slurries may be used:

PRODUCT	MANUFACTURER
SlurryPro CDP	KB Technologies Ltd. 3648 FM 1960 West Suite 107 Houston, TX 77068 (800) 525-5237
Super Mud	PDS Company c/o Champion Equipment Company 8140 East Rosecrans Ave. Paramount, CA 90723 (562) 634-8180
Shore Pac GCV	CETCO Drilling Products Group 1350 West Shure Drive Arlington Heights, IL 60004 (847) 392-5800
Novagel Polymer	Geo-Tech Drilling Fluids 220 N. Zapata Hwy, Suite 11A Laredo, TX 78043 (210) 587-4758

Inclusion of a synthetic slurry on the above list may be obtained by meeting the Department's requirements for synthetic slurries. The requirements can be obtained from the Office of Structure Design, P.O. Box 942874, Sacramento, CA 94274-0001.

Synthetic slurries listed may not be appropriate for a given site.

Synthetic slurries shall not be used in holes drilled in primarily soft or very soft cohesive soils as determined by the Engineer.

A manufacturer's representative, as approved by the Engineer, shall provide technical assistance for the use of their product, shall be at the site prior to introduction of the synthetic slurry into a drilled hole, and shall remain at the site until released by the Engineer.

Synthetic slurries shall be sampled and tested at both mid-height and near the bottom of the drilled hole. Samples shall be taken and tested during drilling as necessary to verify the control of the properties of the slurry. Samples shall be taken and tested when drilling is complete, but prior to final cleaning of the bottom of the hole. When samples are in conformance with the requirements shown in the following tables for each slurry product, the bottom of the hole shall be cleaned and any loose or settled material removed. Samples shall be obtained and tested after final cleaning and immediately prior to placing concrete.

SlurryPro CDP synthetic slurries shall be tested for conformance to the requirements shown in the following table:

SLURRYPRO CDP KB Technologies Ltd.		
PROPERTY	REQUIREMENT	TEST
Density (kg/m^3) - during drilling - prior to final cleaning - just prior to placing concrete	 less than or equal to 1075* less than or equal to 1025*	Mud Weight (Density) API 13B-1 Section 1
Viscosity (seconds/liter) - during drilling -prior to final cleaning - just prior to placing concrete	 53 to 127 less than or equal to 74	Marsh Funnel and Cup API 13B-1 Section 2.2
pH	6 to 11.5	Glass Electrode pH Meter or pH Paper
Sand Content (percent) - prior to final cleaning - just prior to placing concrete	 less than or equal to 0.5	Sand API 13B-1 Section 5
*When approved by the Engineer, slurry may be used in salt water, and the allowable densities may be increased up to 32 kg/m^3. Slurry temperature shall be at least 4°C when tested.		

Super Mud synthetic slurries shall be tested for conformance to the requirements shown in the following table:

SUPER MUD PDS Company		
PROPERTY	REQUIREMENT	TEST
Density (kg/m^3) - prior to final cleaning - just prior to placing concrete	less than or equal to 1025*	Mud Weight (Density) API 13B-1 Section 1
Viscosity (seconds/liter) - during drilling - prior to final cleaning - just prior to placing concrete	34 to 64 less than or equal to 64	Marsh Funnel and Cup API 13B-1 Section 2.2
pH	8 to 10.0	Glass Electrode pH Meter or pH Paper
Sand Content (percent) - prior to final cleaning -just prior to placing concrete	less than or equal to 0.5	Sand API 13B-1 Section 5
*When approved by the Engineer, slurry may be used in salt water, and the allowable densities may be increased up to 32 kg/m^3. Slurry temperature shall be at least 4°C when tested.		

Shore Pac GCV synthetic slurries shall be tested for conformance to the requirements shown in the following table:

Shore Pac GCV CETCO Drilling Products Group		
PROPERTY	REQUIREMENT	TEST
Density (kg/m^3) - prior to final cleaning - just prior to placing concrete	less than or equal to 1025*	Mud Weight (Density) API 13B-1 Section 1
Viscosity (seconds/liter) - during drilling - prior to final cleaning - just prior to placing concrete	35 to 78 less than or equal to 60	Marsh Funnel and Cup API 13B-1 Section 2.2
pH	8.0 to 11.0	Glass Electrode pH Meter or pH Paper
Sand Content (percent) - prior to final cleaning -just prior to placing concrete	less than or equal to 0.5	Sand API 13B-1 Section 5
*When approved by the Engineer, slurry may be used in salt water, and the allowable densities may be increased up to 32 kg/m^3. Slurry temperature shall be at least 4°C when tested.		

Novagel Polymer synthetic slurries shall be tested for conformance to the requirements shown in the following table:

NOVAGEL POLYMER Geo-Tech Drilling Fluids		
PROPERTY	REQUIREMENT	TEST
Density (kg/m^3) - during drilling - prior to final cleaning - just prior to placing concrete	 less than or equal to 1075* less than or equal to 1025*	Mud Weight (Density) API 13B-1 Section 1
Viscosity (seconds/liter) - during drilling - prior to final cleaning - just prior to placing concrete	 48 to 110 less than or equal to 110	Marsh Funnel and Cup API 13B-1 Section 2.2
pH	6.0 to 11.5	Glass Electrode pH Meter or pH Paper
Sand Content (percent) - prior to final cleaning -just prior to placing concrete	 less than or equal to 0.5	Sand API 13B-1 Section 5
*When approved by the Engineer, slurry may be used in salt water, and the allowable densities may be increased up to 32 kg/m^3. Slurry temperature shall be at least 4°C when tested.		

Water Slurry

At the option of the Contractor, water may be used as slurry when casing is used for the entire length of the drilled hole. Water slurry shall be tested for conformance to the requirements shown in the following table:

WATER SLURRY		
PROPERTY	REQUIREMENT	TEST
Density (kg/m^3) - prior to final cleaning - just prior to placing concrete	1017 *	Mud Weight (Density) API 13B-1 Section 1
Sand Content (percent) - prior to final cleaning -just prior to placing concrete	less than or equal to 0.5	Sand API 13B-1 Section 5
*When approved by the Engineer, salt water slurry may be used, and the allowable densities may be increased up to 32 kg/m^3.		

Construction

The Contractor shall submit a placing plan to the Engineer for approval prior to producing the test batch for cast-in-drilled-hole concrete piling and at least 10 working days prior to constructing piling. The plan shall include complete descriptions, details, and supporting calculations as listed below:

A. Requirements for all cast-in-drilled hole concrete piling:

1. Concrete mix design, certified test data, and trial batch reports.
2. Drilling or coring methods and equipment.
3. Proposed method for casing installation and removal when necessary.
4. Plan view drawing of pile showing reinforcement and inspection pipes, if required.
5. Methods for placing, positioning, and supporting bar reinforcement.
6. Methods and equipment for accurately determining the depth of concrete and actual and theoretical volume placed, including effects on volume of concrete when any casings are withdrawn.
7. Methods and equipment for verifying that the bottom of the drilled hole is clean prior to placing concrete.
8. Methods and equipment for preventing upward movement of reinforcement, including the Contractor's means of detecting and measuring upward movement during concrete placement operations.

B. Additional requirements when concrete is placed under slurry:

1. Concrete batching, delivery, and placing systems, including time schedules and capacities therefor. Time schedules shall include the time required for each concrete placing operation at each pile.
2. Concrete placing rate calculations. When requested by the Engineer, calculations shall be based on the initial pump pressures or static head on the concrete and losses throughout the placing system, including anticipated head of slurry and concrete to be displaced.
3. Suppliers' test reports on the physical and chemical properties of the slurry and any proposed slurry chemical additives, including Material Safety Data Sheet.
4. Slurry testing equipment and procedures.
5. Methods of removal and disposal of excavation, slurry, and contaminated concrete, including removal rates.
6. Methods and equipment for slurry agitating, recirculating, and cleaning.

In addition to compressive strength requirements, the consistency of the concrete to be deposited under slurry shall be verified before use by producing a test batch. The test batch shall be produced and delivered to the project under conditions and in time periods similar to those expected during the placement of concrete in the piles. Concrete for the test batch shall be placed in an excavated hole or suitable container of adequate size to allow for testing as specified herein. Depositing of

test batch concrete under slurry will not be required. In addition to meeting the specified nominal penetration, the test batch shall meet the following requirements:

A. For piles where the time required for each concrete placing operation, as submitted in the placing plan, will be 2 hours or less, the test batch shall demonstrate that the proposed concrete mix design achieves either a penetration of at least 50 mm or a slump of at least 125 mm after twice that time has elapsed.
B. For piles where the time required for each concrete placing operation, as submitted in the placing plan, will be more than 2 hours, the test batch shall demonstrate that the proposed concrete mix design achieves either a penetration of at least 50 mm or a slump of at least 125 mm after that time plus 2 hours has elapsed.

The time period shall begin at the start of placement. The concrete shall not be vibrated or agitated during the test period. Penetration tests shall be performed in conformance with the requirements in California Test 533. Slump tests shall be performed in conformance with the requirements in ASTM Designation: C 143. Upon completion of testing, the concrete shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

The concrete deposited under slurry shall be carefully placed in a compact, monolithic mass and by a method that will prevent washing of the concrete. Concrete deposited under slurry need not be vibrated. Placing concrete shall be a continuous operation lasting not more than the time required for each concrete placing operation at each pile, as submitted in the placing plan, unless otherwise approved in writing by the Engineer. The concrete shall be placed with concrete pumps and delivery tube system of adequate number and size to complete the placing of concrete in the time specified. The delivery tube system shall consist of one of the following:

A. A tremie tube or tubes, each of which are at least 250 mm in diameter, fed by one or more concrete pumps.
B. One or more concrete pump tubes, each fed by a single concrete pump.

The delivery tube system shall consist of watertight tubes with sufficient rigidity to keep the ends always in the mass of concrete placed. If only one delivery tube is utilized to place the concrete, the tube shall be placed near the center of the drilled hole. Multiple tubes shall be uniformly spaced in the hole. Internal bracing for the steel reinforcing cage shall accommodate the delivery tube system. Tremies shall not be used for piles without space for a 250-mm tube.

Spillage of concrete into the slurry during concrete placing operations shall not be allowed. Delivery tubes shall be capped with a watertight cap, or plugged above the slurry level with a good quality, tight fitting, moving plug that will expel the slurry from the tube as the tube is charged with concrete. The cap or plug shall be designed to be released as the tube is charged. The pump discharge or tremie tube shall extend to the bottom of the hole before charging the tube with concrete. After charging the delivery tube system with concrete, the flow of concrete through a tube shall be induced by slightly raising the discharge end. During concrete placement, the tip of the delivery tube shall be maintained as follows to prevent reentry of the slurry into the tube. Until at least 3 m of concrete has been placed, the tip of the delivery tube shall be within 150 mm of the bottom of the drilled hole, and then the embedment of the tip shall be maintained at least 3 m below the top surface of the concrete. Rapid raising or lowering of the delivery tube shall not be permitted. If the seal is lost or the delivery tube becomes plugged and must be removed, the tube shall be withdrawn, the tube cleaned, the tip of the tube capped to prevent entrance of the slurry, and the operation restarted by pushing the capped tube 3 m into the concrete and then reinitiating the flow of concrete.

When slurry is used, a fully operational standby concrete pump, adequate to complete the work in the time specified, shall be provided at the site during concrete placement. The slurry level shall be maintained within 300 mm of the top of the drilled hole.

A log of concrete placement for each drilled hole shall be maintained by the Contractor when concrete is deposited under slurry. The log shall show the pile location, tip elevation, dates of excavation and concrete placement, total quantity of concrete deposited, length and tip elevation of any casing, and details of any hole stabilization method and materials used. The log shall include a 215 mm x 280 mm sized graph of the concrete placed versus depth of hole filled. The graph shall be plotted continuously throughout placing of concrete. The depth of drilled hole filled shall be plotted vertically with the pile tip oriented at the bottom and the quantity of concrete shall be plotted horizontally. Readings shall be made at least at each 1.5 m of pile depth, and the time of the reading shall be indicated. The graph shall be labeled with the pile location, tip elevation, cutoff elevation, and the dates of excavation and concrete placement. The log shall be delivered to the Engineer within one working day of completion of placing concrete in the pile.

After placing reinforcement and prior to placing concrete in the drilled hole, if drill cuttings settle out of the slurry, the bottom of the drilled hole shall be cleaned. The Contractor shall verify that the bottom of the drilled hole is clean.

If temporary casing is used, concrete placed under slurry shall be maintained at a level at least 1.5 m above the bottom of the casing. The withdrawal of casings shall not cause contamination of the concrete with slurry.

Material resulting from using slurry shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Acceptance Testing and Mitigation

Vertical inspection pipes for acceptance testing shall be provided in all cast-in-drilled-hole concrete piles that are 600 mm in diameter or larger, except when the holes are dry or when the holes are dewatered without the use of temporary casing to control ground water.

Inspection pipes shall be Schedule 40 polyvinyl chloride pipes with a nominal inside diameter of 50 mm. Each inspection pipe shall be capped top and bottom and shall have watertight couplers to provide a clean, dry and unobstructed 50-mm diameter clear opening from 1.0 m above the pile cutoff down to the bottom of the reinforcing cage.

If the Contractor drills the hole below the specified tip elevation, the reinforcement and the inspection pipes shall be extended to 75 mm clear of the bottom of the drilled hole.

Inspection pipes shall be placed around the pile, inside the outermost spiral or hoop reinforcement, and 75 mm clear of the vertical reinforcement, at a uniform spacing not exceeding 840 mm measured along the circle passing through the centers of inspection pipes. A minimum of 2 inspection pipes per pile shall be used. When the vertical reinforcement is not bundled and each bar is not more than 26 mm in diameter, inspection pipes may be placed 50 mm clear of the vertical reinforcement. The inspection pipes shall be placed to provide the maximum diameter circle that passes through the centers of the inspection pipes while maintaining the clear spacing required herein. The pipes shall be installed in straight alignment, parallel to the main reinforcement, and securely fastened in place to prevent misalignment during installation of the reinforcement and placing of concrete in the hole.

The Contractor shall log the location of the inspection pipe couplers with respect to the plane of pile cut off, and these logs shall be delivered to the Engineer upon completion of the placement of concrete in the drilled hole.

After placing concrete and before requesting acceptance tests, each inspection pipe shall be tested by the Contractor in the presence of the Engineer by passing a 48.3-mm diameter rigid cylinder 610 mm long through the complete length of pipe. If the 48.3-mm diameter rigid cylinder fails to pass any of the inspection pipes, the Contractor shall attempt to pass a 32.0-mm diameter rigid cylinder 1.375 m long through the complete length of those pipes in the presence of the Engineer. If an inspection pipe fails to pass the 32.0-mm diameter cylinder, the Contractor shall immediately fill all inspection pipes in the pile with water.

The Contractor shall replace each inspection pipe that does not pass the 32.0-mm diameter cylinder with a 50.8-mm diameter hole cored through the concrete for the entire length of the pile. Cored holes shall be located as close as possible to the inspection pipes they are replacing and shall be no more than 150 mm inside the reinforcement. Coring shall not damage the pile reinforcement. Cored holes shall be made with a double wall core barrel system utilizing a split tube type inner barrel. Coring with a solid type inner barrel will not be allowed. Coring methods and equipment shall provide intact cores for the entire length of the pile concrete. The coring operation shall be logged by an Engineering Geologist or Civil Engineer licensed in the State of California and experienced in core logging. Coring logs shall include complete descriptions of inclusions and voids encountered during coring, and shall be delivered to the Engineer upon completion. Concrete cores shall be preserved, identified with the exact location the core was recovered from within the pile, and made available for inspection by the Engineer.

Acceptance tests of the concrete will be made by the Engineer, without cost to the Contractor. Acceptance tests will evaluate the homogeneity of the placed concrete. Tests will include gamma-gamma logging. Tests may also include crosshole sonic logging and other means of inspection selected by the Engineer. The Contractor shall not conduct operations within 8.0 m of the gamma-gamma logging operations. The Contractor shall separate reinforcing steel as necessary to allow the Engineer access to the inspection pipes to perform gamma-gamma logging or other acceptance testing. After requesting acceptance tests and providing access to the piling, the Contractor shall allow 3 weeks for the Engineer to conduct these tests and make determination of acceptance if the 48.3-mm diameter cylinder passed all inspection pipes, and 4 weeks if only the 32.0-mm diameter cylinder passed all inspection pipes. Should the Engineer fail to complete these tests within the time allowance, and if in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in inspection, the delay will be considered a right of way delay as specified in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

All inspection pipes and cored holes in a pile shall be dewatered and filled with grout after notification by the Engineer that the pile is acceptable. Placement and removal of water in the inspection pipes shall be at the Contractor’s expense. Grout shall conform to the provisions in Section 50-1.09, "Bonding and Grouting," of the Standard Specifications. The inspection pipes and holes shall be filled using grout tubes that extend to the bottom of the pipe or hole or into the grout already placed.

If acceptance testing performed by the Engineer determines that a pile does not meet the requirements of the specifications, then that pile will be rejected and all depositing of concrete under slurry or concrete placed using temporary casing for the purpose of controlling groundwater shall be suspended until written changes to the methods of pile construction are approved in writing by the Engineer.

The Contractor shall submit to the Engineer for approval a mitigation plan for repair, supplementation, or replacement for each rejected cast-in-drilled-hole concrete pile, and this plan shall conform to the provisions in Section 5-1.02, "Plans and

Working Drawings," of the Standard Specifications. Prior to submitting this mitigation plan, the Engineer will hold a repair feasibility meeting with the Contractor to discuss the feasibility of repairing rejected piling. The Engineer will consider the size of the defect, the location of the defect, and the design information and corrosion protection considerations for the pile. This information will be made available to the Contractor, if appropriate, for the development of the mitigation plan. If the Engineer determines that it is not feasible to repair the rejected pile, the Contractor shall not include repair as a means of mitigation and shall proceed with the submittal of a mitigation plan for replacement or supplementation of the rejected pile.

If the Engineer determines that a rejected pile does not require mitigation due to structural, geotechnical, or corrosion concerns, the Contractor may elect to 1) repair the pile per the approved mitigation plan, or 2) not repair anomalies found during acceptance testing of that pile. For such unrepaired piles, the Contractor shall pay to the State, $400 per cubic meter for the portion of the pile affected by the anomalies. The volume, in cubic meters, of the portion of the pile affected by the anomalies, shall be calculated as the area of the cross-section of the pile affected by each anomaly, in square meters, as determined by the Engineer, multiplied by the distance, in meters, from the top of each anomaly to the specified tip of the pile. If the volume calculated for one anomaly overlaps the volume calculated for additional anomalies within the pile, the calculated volume for the overlap shall only be counted once. In no case shall the amount of the payment to the State for any such pile be less than $400. The Department may deduct the amount from any moneys due, or that may become due the Contractor under the contract.

Pile mitigation plans shall include the following:

A. The designation and location of the pile addressed by the mitigation plan.
B. A review of the structural, geotechnical, and corrosion design requirements of the rejected pile.
C. A step by step description of the mitigation work to be performed, including drawings if necessary.
D. An assessment of how the proposed mitigation work will address the structural, geotechnical, and corrosion design requirements of the rejected pile.
E. Methods for preservation or restoration of existing earthen materials.
F. A list of affected facilities, if any, with methods and equipment for protection of these facilities during mitigation.
G. The State assigned contract number, bridge number, full name of the structure as shown on the contract plans, District-County-Route-Kilometer Post, and the Contractor's (and Subcontractor's if applicable) name on each sheet.
H. A list of materials, with quantity estimates, and personnel, with qualifications, to be used to perform the mitigation work.
I. The seal and signature of an engineer who is licensed as a Civil Engineer by the State of California.

For rejected piles to be repaired, the Contractor shall submit a pile mitigation plan that contains the following additional information:

A. An assessment of the nature and size of the anomalies in the rejected pile.200
B. Provisions for access for additional pile testing if required by the Engineer.

For rejected piles to be replaced or supplemented, the Contractor shall submit a pile mitigation plan that contains the following additional information:

A. The proposed location and size of additional piling.
B. Structural details and calculations for any modification to the structure to accommodate the replacement or supplemental piling.

All provisions for cast-in-drilled-hole concrete piling shall apply to replacement piling.

The Contractor shall allow the Engineer 3 weeks to review the mitigation plan after a complete submittal has been received.

Should the Engineer fail to review the complete pile mitigation submittal within the time specified, and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the pile mitigation plan, an extension of time commensurate with the delay in completion of the work thus caused will be granted in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

When repairs are performed, the Contractor shall submit a mitigation report to the Engineer within 10 days of completion of the repair. This report shall state exactly what repair work was performed and quantify the success of the repairs relative to the submitted mitigation plan. The mitigation report shall be stamped and signed by an engineer that is licensed as a Civil Engineer by the State of California. The mitigation report shall show the State assigned contract number, bridge number, full name of the structure as shown on the contract plans, District-County-Route-Kilometer Post, and the Contractor (and Subcontractor if applicable) name on each sheet. The Engineer will be the sole judge as to whether a

mitigation proposal is acceptable, the mitigation efforts are successful, and to whether additional repairs, removal and replacement, or construction of a supplemental foundation is required.

STEEL SHEET PILING

Steel sheet piling shown on the plans shall remain in place at the completion of all contract work, shall become the property of the State, and shall conform to these special provisions.

Piling shall be interlocking steel sheet piling conforming to the requirements in ASTM Designation: A 328/A 328M. The minimum section modulus per linear meter of wall shall be the section modulus shown on the plans. Used sheet piling may be installed provided the piling is in good condition without copes. Interlocking flanges and channelways shall be straight and true and shall be free of gouges and kinks.

Piling shall be furnished to the length between tip and cutoff elevation shown on the plans or ordered by the Engineer. Splices in steel sheet piles shall be full penetration welds conforming to the requirements in AWS D1.1.

Piles damaged in handling shall be replaced at the Contractor's expense.

The piles shall be driven to the tip elevation as shown on the plans, unless otherwise permitted in writing by the Engineer. The piling shall be driven true and straight without damage to the piling or to the interlock between piles.

Basis of payment for steel sheet piling shall be the projected area of piling on the vertical surface along the layout line. The quantity to be paid for shall be the area in square meters as shown on the plans or ordered by the Engineer.

The contract price paid per square meter for steel sheet piling shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all work involved in furnishing and driving the steel sheet piling, complete in place, to the required penetration as shown on the plans, and as specified herein.

MEASUREMENT AND PAYMENT (PILING)

Measurement and payment for the various types and classes of piles shall conform to the provisions in Sections 49-6.01, "Measurement," and 49-6.02, "Payment," of the Standard Specifications and these special provisions.

Full compensation for the cost of splicing precast prestressed concrete piling, including furnishing of dowels, epoxy or epoxy mortar, and miscellaneous metal, shall be considered as included in the contract price paid per meter for furnish concrete piling, and no additional compensation will be allowed therefor.

Full compensation for driving system submittals shall be considered as included in the contract unit price paid for drive pile, and no additional compensation will be allowed therefor.

Full compensation for monitoring bridge settlement during pile driving operations shall be considered as included in the contract price paid per linear meter for driving PC/PS concrete piling and no additional compensation will be allowed therefor.

10-1.39 PRESTRESSING CONCRETE

Prestressing concrete shall conform to the provisions in Section 50, "Prestressing Concrete," of the Standard Specifications.

10-1.40 CONCRETE STRUCTURES

Portland cement concrete structures shall conform to the provisions in Section 51, "Concrete Structures," of the Standard Specifications and these special provisions.

GENERAL

Attention is directed to "Precast Concrete Quality Control" of these special provisions.

Shotcrete shall not be used as an alternative construction method for reinforced concrete members unless otherwise specified.

When a roughened concrete surface is shown on the plans, the existing concrete surface shall be roughened to a full amplitude of approximately 6 mm by abrasive blasting, water blasting, or mechanical equipment.

Neoprene strip shall be furnished and installed at abutment backwall joint protection at bridge 42-0041 in conformance with the details shown on the plans, the provisions in the Standard Specifications, and these special provisions.

Furnishing and installing neoprene strip shall conform to the requirements for strip waterstops as provided in Section 51-1.145, "Strip Waterstops," of the Standard Specifications, except that the protective board will not be required.

DECK CRACK TREATMENT

When methacrylate resin work is to be conducted within 31 meters of a residence, business, or public space, including sidewalks under a structure, the Contractor shall notify the public at least 7 days before starting work and monitor airborne emissions during the work. Public notification and monitoring of airborne emissions shall conform to the following:

A. The public safety plan required in Section 51-1.17A, "Deck Crack Treatment," of the Standard Specifications shall include a copy of the notification letter and a list of addresses and locations where the letter will be delivered and posted. The letter shall state the methacrylate resin work locations, dates, times, and what to expect. The letter shall be delivered to each residence and each business within 31 meters of the methacrylate resin work. The letter shall be delivered to local fire and police responders, and it shall be posted at the job site.
B. The public safety plan shall include an airborne emissions monitoring plan prepared by a certified industrial hygienist and a copy of the hygienist's certification. Airborne emissions shall be monitored at a minimum of 4 points including the point of mixing, the point of application, and the point of nearest public contact, as determined by the Engineer. At the completion of methacrylate resin work, a report by the certified industrial hygienist with results of the airborne emissions monitoring plan shall be submitted to the Engineer.

FALSEWORK

Falsework shall conform to the provisions in Section 51, "Concrete Structures," of the Standard Specifications and these special provisions.

Welding and Nondestructive Testing

Welding of steel members, except for previously welded splices and except for when fillet welds are used where load demands are less than or equal to 175 N/mm for each 3 mm of fillet weld, shall conform to AWS D1.1 or other recognized welding standard. The welding standard to be utilized shall be specified by the Contractor on the working drawings. Previously welded splices for falsework members are defined as splices made prior to the member being shipped to the project site.

Splices made by field welding of steel beams at the project site shall undergo nondestructive testing (NDT). At the option of the Contractor, either ultrasonic testing (UT) or radiographic testing (RT) shall be used as the method of NDT for each field weld and any repair made to a previously welded splice in a steel beam. Testing shall be performed at locations selected by the Contractor. The length of a splice weld where NDT is to be performed, shall be a cumulative weld length equal to 25 percent of the original splice weld length. The cover pass shall be ground smooth at the locations to be tested. The acceptance criteria shall conform to the requirements of AWS D1.1, Section 6, for cyclically loaded nontubular connections subject to tensile stress. If repairs are required in a portion of the weld, additional NDT shall be performed on the repaired sections. The NDT method chosen shall be used for an entire splice evaluation including any required repairs.

For all field welded splices, the Contractor shall furnish to the Engineer a letter of certification which certifies that all welding and NDT, including visual inspection, are in conformance with the specifications and the welding standard shown on the approved working drawings. This letter of certification shall be signed by an engineer who is registered as a Civil Engineer in the State of California and shall be provided prior to placing any concrete for which the falsework is being erected to support.

For previously welded splices, the Contractor shall determine and perform all necessary testing and inspection required to certify the ability of the falsework members to sustain the stresses required by the falsework design. This welding certification shall be in writing, shall be signed by an engineer who is registered as a Civil Engineer in the State of California, and shall be provided prior to placing any concrete for which the falsework is being erected to support.

The Contractor's engineer who signs the falsework drawings shall also certify in writing that the falsework is constructed in conformance with the approved drawings and the contract specifications prior to placing concrete. This certification shall include performing any testing necessary to verify the ability of the falsework members to sustain the stresses required by the falsework design. The engineer who signs the drawings may designate a representative to perform this certification. Where falsework contains openings for railroads, vehicular traffic, or pedestrians, the designated representative shall be qualified to perform this work, shall have at least three years of combined experience in falsework design or supervising falsework construction, and shall be registered as a Civil Engineer in the State of California. For other falsework, the designated representative shall be qualified to perform this work and shall have at least three years of combined experience in falsework design or supervising falsework construction. The Contractor shall certify the experience of the designated representative in writing and provide supporting documentation demonstrating the required experience if requested by the Engineer.

MEASUREMENT AND PAYMENT

Measurement and payment for concrete in structures shall conform to the provisions in Section 51-1.22, "Measurement," and Section 51-1.23, "Payment," of the Standard Specifications and these special provisions.

Full compensation for public notification and airborne monitoring for deck crack treatment shall be considered as included in the contract price paid per cubic meter for structural concrete, bridge, and no additional compensation will be allowed therefor.

10-1.41 DRILL AND BOND DOWELS

Drilling and bonding dowels shall conform to the details shown on the plans, the provisions in Section 83-2.02D(1), "General," of the Standard Specifications, and these special provisions.

Dowels shall conform to the provisions for bar reinforcement in "Reinforcement" of these special provisions.

If reinforcement is encountered during drilling before the specified depth is attained, the Engineer shall be notified. Unless the Engineer approves coring through the reinforcement, the hole will be rejected and a new hole, in which reinforcement is not encountered, shall be drilled adjacent to the rejected hole to the depth shown on the plans.

Unless otherwise provided, dowels to be bonded into drilled holes will be paid for as bar reinforcing steel (bridge).

Unless otherwise provided, drilling and bonding dowels will be measured and paid for by the meter determined by the number and the required depth of holes as shown on the plans or as ordered by the Engineer.

The contract price paid per meter for drill and bond dowel shall include full compensation for furnishing all labor, materials (except reinforcing steel dowels), tools, equipment, and incidentals, and for doing all the work involved in drilling the holes, including coring through reinforcement when approved by the Engineer, and bonding the dowels, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.42 POLYESTER CONCRETE OVERLAY

This work shall include furnishing, testing, and application of methacrylate resin prime coat and polyester concrete overlay as shown on the plans and as specified in these special provisions.

Before starting deck overlay work, the Contractor shall submit plans in conformance with Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications and these special provisions for the following:

A. Public safety plan for the use of methacrylate resin and polyester concrete
B. Placement plan for the construction operation

The plans shall identify materials, equipment, and methods to be used.

The public safety plan for the use of methacrylate resin and polyester concrete shall include details for the following:

A. Shipping
B. Storage
C. Handling
D. Disposal of residual methacrylate resin, polyester concrete, and the containers

When overlay work is to be conducted within 31 meters of a residence, business, or public space, including sidewalks under a structure, the Contractor shall notify the public at least 7 days before starting work and monitor airborne emissions during the work. Public notification and monitoring of airborne emissions shall conform to the following:

A. The public safety plan shall include a copy of the notification letter and a list of addresses and locations where the letter will be delivered and posted. The letter shall state the overlay work locations, dates, times, and what to expect. The letter shall be delivered to each residence and each business within 31 meters of the overlay work. The letter shall be delivered to local fire and police responders, and it shall be posted at the job site.
B. The public safety plan shall include an airborne emissions monitoring plan prepared by a certified industrial hygienist and a copy of the hygienist's certification. Airborne emissions shall be monitored at a minimum of 4 points including the point of mixing, the point of application, and the point of nearest public contact, as determined by the Engineer. At the completion of overlay work, a report by the certified industrial hygienist with results of the airborne emissions monitoring plan shall be submitted to the Engineer.

The placement plan for construction shall include the following:

A. Schedule of overlay work for each bridge. The schedule shall be consistent with "Maintaining Traffic" of these special provisions and shall include time for the Engineer to perform California Test 342.
B. Methods and materials to be used, including the following:
   1. Description of equipment for applying the methacrylate resin
   2. Description of equipment for measuring, mixing, placing., and finishing the polyester concrete overlay
   3. Cure time for the polyester concrete
   4. Description of equipment for applying the sand

If the measures proposed in the safety plan are inadequate to provide for public safety associated with the use of methacrylate resin and polyester concrete, the Engineer will reject the plan and direct the Contractor to revise the plan. Directions for revisions will be in writing and include detailed comments. The Engineer will notify the Contractor of the approval or rejection of a submitted or revised plan within 15 days of receipt of that plan.

In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

For projects where new portland cement concrete decks are cast-in-place, those new cast-in-place portland cement concrete decks shall conform to the provisions in Section 51-l.17, "Finish Bridge Decks," of the Standard Specifications before polyester deck overlay work is started.

For concrete decks that are existing before the start of the project, the smoothness of existing decks that are to be covered with polyester concrete overlay will be tested by the Engineer with a bridge profilograph. Changing the smoothness of these existing bridge decks will be as directed by the Engineer and will be paid for as extra work as provided in Section 4-l.03D, "Extra Work," of the Standard Specifications.

Before beginning polyester deck overlay work, the cast-in-place portland cement concrete deck surface shall be prepared as specified in "Prepare Concrete Bridge Deck Surface," of these special provisions.

Completed polyester concrete deck overlay shall conform to the provisions in Section 51-l.17, "Finishing Bridge Decks," of the Standard Specifications.

MATERIALS

Before using methacrylate resin and polyester concrete, a Material Safety Data Sheet shall be submitted for each shipment of methacrylate and polyester resins.

Before placing polyester concrete, the deck shall receive a methacrylate resin prime coat. Methacrylate resin shall be low odor, wax free, and have a high molecular weight. Before adding initiator, the resin shall have a maximum volatile content of 30 percent when tested in conformance with the requirements in ASTM Designation: D 2369, and shall conform to the following:

METHACRYLATE RESIN PRIME COAT		
PROPERTY	REQUIREMENT	TEST METHOD
* Viscosity	0.025 Pa s , maximum, (Brookfield RVT with UL adaptor, 50 RPM at 25°C)	ASTM D 2196
* Specific Gravity	0.90 minimum, at 25°C	ASTM D 1475
* Flash Point	82°C, minimum	ASTM D 3278
* Vapor Pressure	1.0 mm Hg, maximum, at 25°C	ASTM D 323
PCC Saturated Surface-Dry Bond Strength	3.5 MPa, minimum at 24 hours and 21±1°C	California Test 551
* Test shall be performed before adding initiator.		

Polyester concrete shall consist of polyester resin binder and dry aggregate. The resin shall be an unsaturated isophthalic polyester-styrene co-polymer conforming to the following:

POLYESTER RESIN BINDER		
PROPERTY	REQUIREMENT	TEST METHOD
* Viscosity	0.075 to 0.200 Pa s (RVT, No. 1 Spindle, 20 RPM at 25°C	ASTM D 2196
* Specific Gravity	0.075 to 0.200 Pa s (RVT, No. 1 Spindle, 20 RPM at 25°C	ASTM D 1475
Elongation	35 percent, minimum Type I at 11.5 mm/min. Thickness = 6.5 ± 1 mm	ASTM D 638
	Sample Conditioning: 18/25/50 + 5/70	ASTM D 618
Tensile Strength	17.5 MPa, minimum Type I at 11.5 mm/min. Thickness = 6.5 ± 1 mm	ASTM D 638
	Sample Conditioning: 18/25/50 + 5/70	ASTM D 618
* Styrene Content	40 percent to 50 percent by mass	ASTM D 2369
Silane Coupler	1.0 percent, minimum (by mass of polyester styrene resin)	
PCC Saturated Surface-Dry Bond Strength	3.5 MPa, minimum at 24 hours and 21 ± 1°C	California Test 551
* Static Volatile Emission	60 gram per square meter, loss, maximum	South Coast Air Quality Management District, Standard Method
* Test shall be performed before adding initiator.		

The silane coupler shall be an organosilane ester, gammamethacryloxypropyltrimethoxysilane. The promoter shall be compatible with suitable methyl ethyl ketone peroxide and cumene hydroperoxide initiators.

Aggregate for polyester concrete shall conform to the provisions in Section 90-2.02, "Aggregates," of the Standard Specifications and either of the following combined aggregate gradings:

COMBINED AGGREGATE		
Sieve Size	Percentage Passing	
	9.5 mm Max.	4.75 mm Max.
12.5 mm	100	100
9.5 mm	83 - 100	100
4.75 mm	65 - 82	62 - 85
2.36 mm	45 - 64	45 - 67
1.18 mm	27 - 48	29 - 50
600 µm	12 - 30	16 - 36
300 µm	6 - 17	5 - 20
150 µm	0 - 7	0 - 7
75 µm	0 - 3	0 - 3

Aggregate retained on the 2.36 mm sieve shall have a maximum of 45 percent crushed particles when tested in conformance with California Test 205. Fine aggregate shall consist of natural sand.

The polyester resin binder in the concrete shall be approximately 12 percent by weight of the dry aggregate; the exact percentage will be determined by the Engineer.

The average of coarse and fine aggregate absorption shall not exceed one percent as determined by California Tests 206 and 207.

At the time of mixing with the resin, the moisture content of the aggregate, as determined by California Test 226, shall not exceed one half of the aggregate absorption.

TESTING

The Contractor shall allow 20 days for sampling and testing by the Engineer of the methacrylate and polyester resins before proposed use. If bulk resin is to be used, the Contractor shall notify the Engineer in writing at least 15 days before the delivery of the bulk resin to the job site. Bulk resin is any resin stored in containers in excess of 209 liters.

Before constructing the overlay, one or more trial overlays shall be placed on a previously constructed concrete base to determine the initial set time and to demonstrate the effectiveness of the methacrylate resin primecoat and also the polyester concrete mixing, placing, and finishing equipment. Each trial overlay shall be at least 3.6 m wide, at least 1.8 m long, and the same thickness as the overlay to be constructed. The trial overlay areas shall be within the project limits and at a location approved by the Engineer. Weather and pavement conditions during the test work shall be similar to those expected on the deck for production work. Equipment used for testing shall be similar to those used for deck overlay production work.

All materials used in the trial overlays, including the concrete base, shall become the property of the Contractor and shall be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Right of Way," of the Standard Specifications.

CONSTRUCTION

Equipment shall be fitted with suitable traps, filters, drip pans, or other devices as necessary to prevent oil or other deleterious material from being deposited on the deck.

When magnesium phosphate concrete is placed before the deck overlay, the prime coat shall not be placed on this concrete until at least 72 hours after final set.

When modified high alumina based concrete is placed before the deck overlay, the prime coat shall not be placed on this concrete until at least 30 minutes after final set.

Before applying the methacrylate resin prime coat, the area to receive the prime coat shall be dry and blown clean by compressed air to remove accumulated dust and any other loose material. The prepared surface temperature shall be at least 10°C and not more than 38°C, and the relative humidity less than 85 percent when the prime coat is applied.

The prime coat shall be uniformly applied to completely cover the surface to receive the polyester concrete. The rate of spread shall be approximately 1.5 square meters per liter.

Immediately after the prime coat has been applied, the polyester concrete overlay shall be placed.

Polyester concrete shall be mixed in mechanically operated mixers. The resin binder shall be initiated and thoroughly blended just before mixing with aggregate. The polyester concrete shall be mixed for a minimum of 2 minutes before placing. Mixer size shall be limited to a 0.25-cubic meter capacity, unless approved by the Engineer.

A continuous mixer, employing an auger screw/chute device, may be approved for use by the Engineer contingent on a demonstration that the device can consistently produce a satisfactory product. The continuous mixer shall (1) be equipped

with a metering device that automatically measures and records the aggregate volumes and the corresponding resin volumes, and (2) have a readout gage, visible to the Engineer at all times, that displays the volumes being recorded. The volumes shall be recorded at no greater than 5 minute intervals along with the time and date of each recording. A printout of the recordings shall be furnished to the Engineer at the end of each workshift.

The amount of initiator used in polyester concrete shall be sufficient to produce an initial set time between 30 minutes and 120 minutes during placement. The initial set time will be determined by using an initial-setting time Gillmore needle in conformance with the requirements in ASTM Designation: C 266. Accelerators or inhibitors may be required to achieve proper set times and shall be used as recommended by the resin supplier.

Polyester concrete shall be placed before gelling and within 15 minutes following addition of initiator, whichever occurs first. Polyester concrete that is not placed within this time shall be discarded.

The finishing equipment shall be used to strike off the polyester concrete to the established grade and cross section. Finishing equipment shall be fitted with vibrators or other mechanisms capable of consolidating the polyester concrete to the required compaction.

The polyester concrete shall be consolidated to a relative compaction of not less than 97 percent in conformance with California Test 552.

Polyester concrete surfaces shall receive an abrasive sand finish. The sand shall be commercial quality blast sand conforming to the quality and dryness requirements for polyester concrete aggregate as specified in these special provisions. Ninety-five percent of the sand shall pass the 2.36-mm sieve, and 95 percent shall be retained on the 850-µm sieve.

The sand finish shall be uniformly applied immediately after overlay strike-off and before gelling occurs to provide a minimum uniform coverage of 0.4 kilogram per square meter.

The surface texture of polyester concrete overlay surfaces shall be uniform and shall have a coefficient of friction of not less than 0.35 as measured by California Test 342. Portions of surfaces that do not meet the above provision shall be ground or grooved parallel to the centerline in conformance with the provisions of Section 42, "Groove and Grind Pavement," of the Standard Specifications until the above tolerance is met.

Traffic and equipment shall not be permitted on the overlay for a minimum of 4 hours following final finishing. Overlays shall be protected from moisture for a minimum of 4 hours after finishing.

The edges of the polyester concrete overlay shall be tapered when the overlay work is not completed within the allowable lane closure and the overlay is greater than 13 mm higher in elevation than the adjacent pavement. Edges that are transverse to the direction of traffic shall be tapered at a 1:20 (vertical:horizontal) slope, and edges that are longitudinal to the direction of traffic shall be tapered at a 1:4 (vertical:horizontal) slope. Tapers may remain and be overlaid with subsequent placement of polyester concrete overlay.

MEASUREMENT AND PAYMENT

Furnishing polyester concrete overlay will be measured by the cubic meter. The volume to be paid for will be determined from calculations based on the quantity of resin binder used, the percent by weight of resin binder in the polyester concrete, and a unit weight of 2165 kg/m^3. The Contractor shall furnish suitable measuring devices to assure correct proportioning of materials and accurate measurements for calculating payment quantities. The payment quantity shall be the calculated quantity of polyester concrete overlay used in the work, exclusive of material used in trial overlays and any wasted or unused material. When the plans show that unsound concrete patching material is polyester overlay, the payment quantity will include the patches.

Placing polyester concrete overlay will be measured by the square meter. The area to be paid for will be based on the dimensions shown on the plans.

The contract price paid per cubic meter for furnish polyester concrete overlay shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in furnishing polyester concrete, including furnishing methacrylate resin prime coat and furnishing materials for trial overlays, and patching existing deck drains as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

The contract price paid per square meter for placing polyester concrete overlay shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in constructing the polyester concrete overlay, complete in place, including application of prime coat, constructing and disposing of trial overlays, patching existing deck drains, and base, but excluding airborne emissions monitoring work done by the certified industrial hygienist and notification of the public, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Full compensation for execution of the public safety plan, but excluding the airborne emissions monitoring work done by the certified industrial hygienist and notification of the public, shall be considered as included in the contract prices paid for the items of work involving polyester concrete overlay, and no additional compensation will be allowed therefor.

For polyester concrete overlay, airborne emissions monitoring with reporting done by the certified industrial hygienist and notification of the public will be paid for as extra work as provided in Section 4-l.03D, "Extra Work," of the Standard Specifications.

10-1.43 REINFORCEMENT

Reinforcement shall conform to the provisions in Section 52, "Reinforcement," of the Standard Specifications and these special provisions.

The Department's mechanical splices prequalified list can be found at the following internet site:

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

The provisions of "Welding Quality Control" of these special provisions shall not apply to resistance butt welding.

MEASUREMENT AND PAYMENT

Measurement and payment for reinforcement in structures shall conform to the provisions in Section 52-1.10, "Measurement," and Section 52-1.11, "Payment," of the Standard Specifications.

10-1.44 STEEL STRUCTURES

High-strength bolted connections shall conform to the provisions in Section 55, "Steel Structures," of the Standard Specifications and these special provisions.

GENERAL

Attention is directed to "Welding" in Section 8, "Materials," of these special provisions.

The following substitutions of high-strength steel fasteners shall be made:

METRIC SIZE SHOWN ON THE PLANS	SIZE TO BE SUBSTITUTED
ASTM Designation: A 325M (Nominal bolt diameter (mm))	ASTM Designation: A 325 (Nominal bolt diameter (inch))
13, 12.70, or M12	1/2
16, 15.88, or M16	5/8
19, 19.05, or M20	3/4
22, 22.22, or M22	7/8
24, 25, 25.40, or M24	1
29, 28.58, or M27	1 1/8
32, 31.75, or M30	1 1/4
38, 38.10, or M36	1 1/2

MATERIALS

High-strength fastener assemblies and other bolts attached to structural steel with nuts and washers shall be zinc-coated. When direct tension indicators are used in these assemblies, the direct tension indicator and all components of the fastener assembly shall be zinc-coated by the mechanical deposition process.

ROTATIONAL CAPACITY TESTING PRIOR TO SHIPMENT TO JOB SITE

Rotational capacity tests shall be performed on all lots of high-strength fastener assemblies prior to shipment of these lots to the project site. Zinc-coated assemblies shall be tested after all fabrication, coating, and lubrication of components has been completed. One hardened washer shall be used under each nut for the tests.

The requirements of this section do not apply to high-strength cap screws or high-strength bolts used for slip base plates.

Each combination of bolt production lot, nut lot, and washer lot shall be tested as an assembly.

A rotational capacity lot number shall be assigned to each combination of lots tested. Each shipping unit of fastener assemblies shall be plainly marked with the rotational capacity lot number.

Two fastener assemblies from each rotational capacity lot shall be tested.

The following equipment, procedure, and acceptance criteria shall be used to perform rotational capacity tests on and determine acceptance of long bolts. Fasteners are considered to be long bolts when full nut thread engagement can be achieved when installed in a bolt tension measuring device:

A. Long Bolt Test Equipment:

1. Calibrated bolt tension measuring device with adequate tension capacity for the bolts being tested.
2. Calibrated dial or digital torque wrench. Other suitable tools will be required for performing Steps 7 and 8 of the Long Bolt Test Procedure. A torque multiplier may be required for large diameter bolts.
3. Spacer washers or bushings. When spacer washers or bushings are required, they shall have the same inside diameter and equal or larger outside diameter as the appropriate hardened washers conforming to the requirements in ASTM Designation: F436.
4. Steel beam or member, such as a girder flange or cross frame, to which the bolt tension measuring device will be attached. The device shall be accessible from the ground.

B Long Bolt Test Procedure:

1. Measure the bolt length. The bolt length is defined as the distance from the end of the threaded portion of the shank to the underside of the bolt head.
2. Install the nut on the bolt so that 3 to 5 full threads of the bolt are located between the bearing face of the nut and the underside of the bolt head. Measure and record the thread stickout of the bolt. Thread stickout is determined by measuring the distance from the outer face of the nut to the end of the threaded portion of the shank.
3. Insert the bolt into the bolt tension measuring device and install the required number of washers, and additional spacers as needed, directly beneath the nut to produce the thread stickout measured in Step 2 of this procedure.
4. Tighten the nut using a hand wrench to a snug-tight condition. The snug tension shall not be less than the Table A value but may exceed the Table A value by a maximum of 2 kips.

Table A

High-Strength Fastener Assembly Tension Values to Approximate Snug-Tight Condition	
Bolt Diameter (inches)	Snug Tension (kips)
1/2	1
5/8	2
3/4	3
7/8	4
1	5
1 1/8	6
1 1/4	7
1 3/8	9
1 1/2	10

5. Match-mark the assembly by placing a heavy reference start line on the face plate of the bolt tension measuring device which aligns with 1) a mark placed on one corner of the nut, and 2) a radial line placed across the flat on the end of the bolt, or on the exposed portions of the threads of tension control bolts. Place an additional mark on the outside of the socket that overlays the mark on the nut corner such that this mark will be visible while turning the nut. Make an additional mark on the face plate, either 2/3 of a turn, one turn, or 1 1/3 turn clockwise from the heavy reference start line, depending on the bolt length being tested as shown in Table B.

Table B

Required Nut Rotation for Rotational Capacity Tests[a,b]	
Bolt Length (measured in Step 1)	Required Rotation (turn)
4 bolt diameters or less	2/3
Greater than 4 bolt diameters but no more than 8 bolt diameters	1
Greater than 8 bolt diameters, but no more than 12 bolt diameters[c]	1 1/3
(a) Nut rotation is relative to bolt, regardless of the element (nut or bolt) being turned. For bolts installed by 1/2 turn and less, the tolerance shall be plus or minus 30 degrees; for bolts installed by 2/3 turn and more, the tolerance shall be plus or minus 45 degrees. (b) Applicable only to connections in which all material within grip of the bolt is steel. (c) When bolt length exceeds 12 diameters, the required rotation shall be determined by actual tests in a suitable tension device simulating the actual conditions.	

6. Turn the nut to achieve the applicable minimum bolt tension value listed in Table C. After reaching this tension, record the moving torque, in foot-pounds, required to turn the nut, and also record the corresponding bolt tension value in pounds. Torque shall be measured with the nut in motion. Calculate the value, T (in ft-lbs), where T=[(the measured tension in pounds) x (the bolt diameter in inches) / 48 in/ft].

Table C

Minimum Tension Values for High-Strength Fastener Assemblies	
Bolt Diameter (inches)	Minimum Tension (kips)
1/2	12
5/8	19
3/4	28
7/8	39
1	51
1 1/8	56
1 1/4	71
1 3/8	85
1 1/2	103

7. Turn the nut further to increase bolt tension until the rotation listed in Table B is reached. The rotation is measured from the heavy reference line made on the face plate after the bolt was snug-tight. Record this bolt tension.
8. Loosen and remove the nut and examine the threads on both the nut and bolt.

C. Long Bolt Acceptance Criteria:

1. An assembly shall pass the following requirements to be acceptable: 1) the measured moving torque (Step 6) shall be less than or equal to the calculated value, T (Step 6), 2) the bolt tension measured in Step 7 shall be greater than or equal to the applicable turn test tension value listed in Table D, 3) the nut shall be able to be

removed from the bolt without signs of thread stripping or galling after the required rotation in Step 7 has been achieved, 4) the bolt does not shear from torsion or fail during the test, and 5) the assembly does not seize before the final rotation in Step 7 is reached. Elongation of the bolt in the threaded region between the bearing face of the nut and the underside of the bolt head is expected and will not be considered a failure. Both fastener assemblies tested from one rotational capacity lot shall pass for the rotational capacity lot to be acceptable.

Table D

Turn Test Tension Values	
Bolt Diameter (inches)	Turn Test Tension (kips)
1/2	14
5/8	22
3/4	32
7/8	45
1	59
1 1/8	64
1 1/4	82
1 3/8	98
1 1/2	118

The following equipment, procedure, and acceptance criteria shall be used to perform rotational capacity tests on and determine acceptance of short bolts. Fasteners are considered to be short bolts when full nut thread engagement cannot be achieved when installed in a bolt tension measuring device:

A. Short Bolt Test Equipment:

1. Calibrated dial or digital torque wrench. Other suitable tools will be required for performing Steps 7 and 8 of the Short Bolt Test Procedure. A torque multiplier may be required for large diameter bolts.
2. Spud wrench or equivalent.
3. Spacer washers or bushings. When spacer washers or bushings are required, they shall have the same inside diameter and equal or larger outside diameter as the appropriate hardened washers conforming to the requirements in ASTM Designation: F436.
4. Steel plate or girder with a hole to install bolt. The hole size shall be 1.6 mm greater than the nominal diameter of the bolt to be tested. The grip length, including any plates, washers, and additional spacers as needed, shall provide the proper number of threads within the grip, as required in Step 2 of the Short Bolt Test Procedure.

B. Short Bolt Test Procedure:

1. Measure the bolt length. The bolt length is defined as the distance from the end of the threaded portion of the shank to the underside of the bolt head.
2. Install the nut on the bolt so that 3 to 5 full threads of the bolt are located between the bearing face of the nut and the underside of the bolt head. Measure and record the thread stickout of the bolt. Thread stickout is determined by measuring the distance from the outer face of the nut to the end of the threaded portion of the shank.
3. Install the bolt into a hole on the plate or girder and install the required number of washers and additional spacers as needed between the bearing face of the nut and the underside of the bolt head to produce the thread stickout measured in Step 2 of this procedure.
4. Tighten the nut using a hand wrench to a snug-tight condition. The snug condition shall be the full manual effort applied to the end of a 305 mm long wrench. This applied torque shall not exceed 20 percent of the maximum allowable torque in Table E.

Table E

Maximum Allowable Torque for High-Strength Fastener Assemblies	
Bolt Diameter (inches)	Torque (ft-lbs)
1/2	145
5/8	285
3/4	500
7/8	820
1	1220
1 1/8	1500
1 1/4	2130
1 3/8	2800
1 1/2	3700

5. Match-mark the assembly by placing a heavy reference start line on the steel plate or girder which aligns with 1) a mark placed on one corner of the nut and 2) a radial line placed across the flat on the end of the bolt or on the exposed portions of the threads of tension control bolts. Place an additional mark on the outside of the socket that overlays the mark on the nut corner such that this mark will be visible while turning the nut. Make 2 additional small marks on the steel plate or girder, one 1/3 of a turn and one 2/3 of a turn clockwise from the heavy reference start line on the steel plate or girder.
6. Using the torque wrench, tighten the nut to the rotation value listed in Table F. The rotation is measured from the heavy reference line described in Step 5 made after the bolt was snug-tight. A second wrench shall be used to prevent rotation of the bolt head during tightening. Measure and record the moving torque after this rotation has been reached. The torque shall be measured with the nut in motion.

Table F

Nut Rotation Required for Turn-of-Nut Installation[a,b]	
Bolt Length (measured in Step 1)	Required Rotation (turn)
4 bolt diameters or less	1/3
(a) Nut rotation is relative to bolt, regardless of the element (nut or bolt) being turned. For bolts installed by 1/2 turn and less, the tolerance shall be plus or minus 30 degrees. (b) Applicable only to connections in which all material within grip of the bolt is steel.	

7. Tighten the nut further to the 2/3-turn mark as indicated in Table G. The rotation is measured from the heavy reference start line made on the plate or girder when the bolt was snug-tight. Verify that the radial line on the bolt end or on the exposed portions of the threads of tension control bolts is still in alignment with the start line.

Table G

Required Nut Rotation for Rotational Capacity Test	
Bolt Length (measured in Step 1)	Required Rotation (turn)
4 bolt diameters or less	2/3

8. Loosen and remove the nut and examine the threads on both the nut and bolt.

C. Short Bolt Acceptance Criteria:

1. An assembly shall pass the following requirements to be acceptable: 1) the measured moving torque from Step 6 shall be less than or equal to the maximum allowable torque from Table E, 2) the nut shall be able to be removed from the bolt without signs of thread stripping or galling after the required rotation in Step 7 has been

achieved, 3) the bolt does not shear from torsion or fail during the test, and 4) the assembly shall not seize before the final rotation in Step 7 is reached. Elongation of the bolt in the threaded region between the bearing face of the nut and the underside of the bolt head will not be considered a failure. Both fastener assemblies tested from one rotational capacity lot shall pass for the rotational capacity lot to be acceptable.

INSTALLATION TENSION TESTING AND ROTATIONAL CAPACITY TESTING AFTER ARRIVAL ON THE JOB SITE

Installation tension tests and rotational capacity tests on high-strength fastener assemblies shall be performed by the Contractor prior to acceptance or installation and after arrival of the fastener assemblies on the project site. Installation tension tests and rotational capacity tests shall be performed at the job-site, in the presence of the Engineer, on each rotational capacity lot of fastener assemblies.

The requirements of this section do not apply to high-strength cap screws or high-strength bolts used for slip base plates.

Installation tension tests shall be performed on 3 representative fastener assemblies in conformance with the provisions in Section 8, "Installation," of the RCSC Specification. For short bolts, Section 8.2, "Pretensioned Joints," of the RCSC Specification shall be replaced by the "Pre-Installation Testing Procedures," of the "Structural Bolting Handbook," published by the Steel Structures Technology Center, Incorporated.

The rotational capacity tests shall be performed in conformance with the requirements for rotational capacity tests in "Rotational Capacity Testing Prior to Shipment to Job Site" of these special provisions.

At the Contractor's expense, additional installation tension tests, tests required to determine job inspecting torque, and rotational capacity tests shall be performed by the Contractor on each rotational capacity lot, in the presence of the Engineer, if 1) any fastener is not used within 3 months after arrival on the jobsite, 2) fasteners are improperly handled, stored, or subjected to inclement weather prior to final tightening, 3) significant changes are noted in original surface condition of threads, washers, or nut lubricant, or 4) the Contractor's required inspection is not performed within 48 hours after all fasteners in a joint have been tensioned.

Failure of a job-site installation tension test or a rotational capacity test will be cause for rejection of unused fasteners that are part of the rotational capacity lot.

When direct tension indicators are used, installation verification tests shall be performed in conformance with Appendix Section X1.4 of ASTM Designation: F959, except that bolts shall be initially tensioned to a value 5 percent greater than the minimum required bolt tension.

WELDING

Dimensional details and workmanship for welded joints in tubular and pipe connections shall conform to the provisions in Part A, "Common Requirements of Nontubular and Tubular Connections," and Part D, "Specific Requirements for Tubular Connections," in Section 2 of AWS D1.1.

The requirement of conformance with AWS D1.5 shall not apply to work conforming to Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications.

PAYMENT

Full compensation for conforming to the requirements of this section shall be considered as included in the contract prices paid for the contract items of work involved and no additional compensation will be allowed therefor.

10-1.45 ROADSIDE SIGNS

Roadside signs shall be furnished and installed at the locations shown on the plans or where designated by the Engineer and in conformance with the provisions in Section 56-2, "Roadside Signs," of the Standard Specifications and these special provisions.

The Contractor shall furnish roadside sign panels in conformance with the provisions in "Furnish Sign" of these special provisions.

Wood posts shall be pressure treated after fabrication in conformance with the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," of the Standard Specifications and AWPA Use Category System: UC4A, Commodity Specification A or B.

Type N, Type P, and Type R marker panels mounted on a post with a roadside sign shall be considered to be sign panels and will not be paid for as markers.

10-1.46 FURNISH SIGN

Signs shall be fabricated and furnished in accordance with details shown on the plans, the Traffic Sign Specifications, and these special provisions.

Traffic Sign Specifications for California sign codes are available for review at:

http://www.dot.ca.gov/hq/traffops/signtech/signdel/specs.htm

Traffic Sign Specifications for signs referenced with Federal MUTCD sign codes can be found in Standard Highway Signs Book, administered by the Federal Highway Administration, which is available for review at:

http://mutcd.fhwa.dot.gov/ser-shs_millennium.htm

Information on cross-referencing California sign codes with the Federal MUTCD sign codes is available at:

http://www.dot.ca.gov/hq/traffops/signtech/signdel/specs.htm

Temporary or permanent signs shall be free from blemishes that may affect the serviceability and detract from the general sign color and appearance when viewing during daytime and nighttime from a distance of 8 m. The face of each finished sign shall be uniform, flat, smooth, and free of defects, scratches, wrinkles, gel, hard spots, streaks, extrusion marks, and air bubbles. The front, back, and edges of the sign panels shall be free of router chatter marks, burns, sharp edges, loose rivets, delaminated skins, excessive adhesive over spray and aluminum marks.

QUALITY CONTROL FOR SIGNS

The requirements of "Quality Control for Signs" in this section shall not apply to construction area signs.

No later than 14 days before sign fabrication, the Contractor shall submit a written copy of the quality control plan for signs to the Engineer for review. The Engineer will have 10 days to review the quality control plan. Sign fabrication shall not begin until the Engineer approves the Contractor's quality control plan in writing. The Contractor shall submit to the Engineer at least 3 copies of the approved quality control plan. The quality control plan shall include, but not be limited to the following requirements:

A. Identification of the party responsible for quality control of signs,
B. Basis of acceptance for incoming raw materials at the fabrication facility,
C. Type, method and frequency of quality control testing at the fabrication facility,
D. List (by manufacturer and product name) of process colors, protective overlay film, retroreflective sheeting and black non-reflective film,
E. Recommended cleaning procedure for each product, and
F. Method of packaging, transport and storage for signs.

No legend shall be installed at the project site. Legend shall include letters, numerals, tildes, bars, arrows, route shields, symbols, logos, borders, artwork, and miscellaneous characters. The style, font, size, and spacing of the legend shall conform to the Standard Alphabets published in the FHWA Standard Highway Signs Book. The legend shall be oriented in the same direction in accordance with the manufacturer's orientation marks found on the retroreflective sheeting.

On multiple panel signs, legend shall be placed across joints without affecting the size, shape, spacing, and appearance of the legend. Background and legend shall be wrapped around interior edges of formed panel signs as shown on plans to prevent delamination.

The following notation shall be placed on the lower right side of the back of each sign where the notation will not be blocked by the sign post or frame:

A. PROPERTY OF STATE OF CALIFORNIA,
B. Name of the sign manufacturer,
C. Month and year of fabrication,
D. Type of retroreflective sheeting, and
E. Manufacturer's identification and lot number of retroreflective sheeting.

The above notation shall be applied directly to the aluminum sign panels in 6-mm upper case letters and numerals by die-stamp and applied by similar method to the fiberglass reinforced plastic signs. Painting, screening, or engraving the notation will not be allowed. The notation shall be applied without damaging the finish of the sign.

Signs with a protective overlay film shall be marked with a dot of 10 mm diameter. The dot placed on white border shall be black, while the dot placed on black border shall be white. The dot shall be placed on the lower border of the sign before

application of the protective overlay film and shall not be placed over the legend and bolt holes. The application method and exact location of the dot shall be determined by the manufacturer of the signs.

For sign panels that have a minor dimension of 1220 mm or less, no splice will be allowed in the retroreflective sheet except for the splice produced during the manufacturing of the retroreflective sheeting. For sign panels that have a minor dimension greater than 1220 mm, only one horizontal splice will be allowed in the retroreflective sheeting.

Unless specified by the manufacturer of the retroreflective sheeting, splices in retroreflective sheeting shall overlap by a minimum of 25 mm. Splices shall not be placed within 50 mm from edges of the panels. Except at the horizontal borders, the splices shall overlap in the direction from top to bottom of the sign to prevent moisture penetration. The retroreflective sheeting at the overlap shall not exhibit a color difference under the incident and reflected light.

Signs exhibiting a significant color difference between daytime and nighttime shall be replaced immediately.

Repairing sign panels will not be allowed except when approved by the Engineer.

The Department will inspect signs at the Contractor's facility and delivery location, and in accordance with Section 6, "Control of Materials," of the Standard Specifications. The Engineer will inspect signs for damage and defects before and after installation.

Regardless of kind, size, type, or whether delivered by the Contractor or by a common carrier, signs shall be protected by thorough wrapping, tarping, or other methods to ensure that signs are not damaged by weather conditions and during transit. Signs shall be dry during transit and shipped on palettes, in crates, or tier racks. Padding and protective materials shall be placed between signs as appropriate. Finished sign panels shall be transported and stored by method that protects the face of signs from damage. The Contractor shall replace wet, damaged, and defective signs.

Signs shall be stored in dry environment at all times. Signs shall not rest directly on the ground or become wet during storage. Signs, whether stored indoor or outdoor, shall be free standing. In areas of high heat and humidity signs shall be stored in enclosed climate-controlled trailers or containers. Signs shall be stored indoor if duration of the storage will exceed 30 days.

Screen processed signs shall be protected, transported and stored as recommended by the manufacturer of the retroreflective sheeting.

When requested, the Contractor shall provide the Engineer test samples of signs and materials used at various stages of production. Sign samples shall be 300 mm x 300 mm in size with applied background, letter or numeral, and border strip.

The Contractor shall assume the costs and responsibilities resulting from the use of patented materials, equipment, devices, and processes for the Contractor's work.

SHEET ALUMINUM

Alloy and temper designations for sheet aluminum shall be in accordance with ASTM Designation: B209.

The Contractor shall furnish the Engineer a Certificate of Compliance in accordance to Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for the sheet aluminum.

Sheet aluminum shall be pretreated in accordance to ASTM Designation: B449. Surface of the sheet aluminum shall be cleaned, deoxidized, and coated with a light and tightly adherent chromate conversion coating free of powdery residue. The conversion coating shall be Class 2 with a mass between 108 mg/m^2 and 377 mg/m^2, and an average mass of 269 mg/m^2. Following the cleaning and coating process, the sheet aluminum shall be protected from exposure to grease, oils, dust, and contaminants.

Sheet aluminum shall be free of buckles, warps, dents, cockles, burrs, and defects resulting from fabrication.

Base plate for standard route marker shall be die cut.

RETROREFLECTIVE SHEETING

The Contractor shall furnish retroreflective sheeting for sign background and legend in accordance with ASTM Designation: D4956 and "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

Retroreflective sheeting shall be applied to sign panels as recommended by the retroreflective sheeting manufacturer without stretching, tearing, and damage.

Class 1, 3, or 4 adhesive backing shall be used for Type II, III, IV, VII, VIII, and IX retroreflective sheeting. Class 2 adhesive backing may also be used for Type II retroreflective sheeting. The adhesive backing shall be pressure sensitive and fungus resistant.

When the color of the retroreflective sheeting determined from instrumental testing is in dispute, the Engineer's visual test will govern.

PROCESS COLOR AND FILM

The Contractor shall furnish and apply screened process color, non-reflective opaque black film, and protective overlay film of the type, kind, and product that are approved by the manufacturer of the retroreflective sheeting.

The Contractor shall furnish the Engineer a Certificate of Compliance in accordance to Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for the screened process color, non-reflective opaque black film, and protective overlay film.

The surface of the screened process color shall be flat and smooth. When the screened process colors determined from the instrumental testing in accordance to ASTM Designation: D4956 are in dispute, the Engineer's visual test will govern.

The Contractor shall provide patterns, layouts, and set-ups necessary for the screened process.

The Contractor may use green, red, blue, and brown reverse-screened process colors for background and non-reflective opaque black film or black screened process color for legend. The coefficient of retroreflection for reverse-screened process colors on white retroreflective sheeting shall not be less than 70 percent of the coefficient of retroreflection specified in ASTM Designation: D4956.

The screened process colors and non-reflective opaque black film shall have the same outdoor weatherability as that of the retroreflective sheeting.

After curing, screened process colors shall withstand removal when tested by applying 3M Company Scotch Brand Cellophane Tape No. 600 or equivalent tape over the color and removing with one quick motion at 90°angle.

SINGLE SHEET ALUMINUM SIGN

Single sheet aluminum signs shall be fabricated and furnished with or without frame. The Contractor shall furnish the sheet aluminum in accordance to "Sheet Aluminum" of these special provisions. Single sheet aluminum signs shall be fabricated from sheet aluminum alloy 6061-T6 or 5052-H38.

Single sheet aluminum signs shall not have a vertical splice in the sheet aluminum. For signs with depth greater than 1220 mm, one horizontal splice will be allowed in the sheet aluminum.

Framing for single sheet aluminum sign shall consist of aluminum channel or rectangular aluminum tubing. The framing shall have a length tolerance of +3 mm. The face sheet shall be affixed to the frame with rivets of 5-mm diameter. Rivets shall be placed within the web of channels and shall not be placed less than 13 mm from edges of the sign panels. Rivets shall be made of aluminum alloy 5052 and shall be anodized or treated with conversion coating to prevent corrosion. The exposed portion of rivets on the face of signs shall be the same color as the background or legend where the rivets are placed.

Finished signs shall be flat within a tolerance of +3 mm per meter when measured across the plane of the sign in all directions. The finished signs shall have an overall tolerance within +3 mm of the detailed dimensions.

Aluminum channels or rectangular aluminum tubings shall be welded together with the inert gas shielded-arc welding process using E4043 aluminum electrode filler wires as shown on the plans. Width of the filler shall be equal to wall thickness of smallest welded channel or tubing.

FIBERGLASS REINFORCED PLASTIC PANEL SIGN

The Contractor shall furnish fiberglass reinforced plastic panel sign in accordance with ASTM Designation: D3841 and "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

Fiberglass reinforced plastic shall be acrylic modified and ultraviolet stabilized for outdoor weatherability. The plastic shall contain additives designed to suppress fire ignition and flame propagation. When tested in accordance with the requirements in the ASTM Designation: D635, the extent of burning shall not exceed 25 mm.

Fiberglass reinforced plastic shall be stabilized to prevent the release solvents and monomers. The front and back surfaces of the laminate shall be clean and free of constituents and releasing agents that can interfere with the bonding of retroreflective sheeting.

The fiberglass reinforced plastic panel sign shall be weather resistant Grade II thermoset polyester laminate.

The fiberglass reinforced plastic panels shall be minimum 3.4 mm thick. Finished fiberglass reinforced plastic panel signs shall be flat within a tolerance of +3 mm per meter when measured across the plane of the sign in all directions. The finished signs shall have an overall tolerance within +3 mm of the specified dimensions.

Color of fiberglass reinforced plastic panels shall be uniform gray within Munsel range of N7.5 to N8.5.

Fiberglass reinforced plastic panels shall be cut from a single piece of laminate. Bolt holes shall be predrilled. The predrilled bolt holes, panel edges, and the front and back surfaces of the panels shall be true and smooth. The panel surfaces shall be free of visible cracks, pinholes, foreign inclusions, warping and wrinkles that can affect performance and serviceability.

MEASUREMENT AND PAYMENT

Furnishing signs (except for construction area signs) will be measured by the square meter and the quantity to be paid for will be the total area, in square meters, of the sign panel types installed in place.

The contract price paid per square meter for furnish sign of the types specified in the Engineer's estimate shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in fabricating and furnishing the signs, including fastening hardware, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Full compensation for furnishing and installing protective overlay on signs shall be considered as included in the contract price paid per square meter for furnish sign of the various types and no separate payment will be made therefor.

10-1.47 REINFORCED CONCRETE PIPE

Reinforced concrete pipe shall conform to the provisions in Section 65, "Reinforced Concrete Pipe," of the Standard Specifications and these special provisions.

Where embankment will not be placed over the top of the pipe, a relative compaction of not less than 85 percent shall be required below the pipe spring line for pipe installed using Method 1 backfill in trench, as shown on Standard Plan A62D. Where the pipe is to be placed under the traveled way, a relative compaction of not less than 90 percent shall be required unless the minimum distance between the top of the pipe and the pavement surface is the greater of 1.2 m or one half of the outside diameter of the pipe.

Except as otherwise designated by classification on the plans or in the specifications, joints for culvert and drainage pipes shall conform to the plans or specifications for standard joints.

When reinforced concrete pipe is installed in conformance with the details shown on Standard Plan A62DA, the fifth paragraph of Section 19-3.04, "Water Control and Foundation Treatment," of the Standard Specifications shall not apply.

When solid rock or other unyielding material is encountered at the planned elevation of the bottom of the bedding, the material below the bottom of the bedding shall be removed to a depth of 1/50 of the height of the embankment over the top of the culvert, but not less than 150 mm nor more than 300 mm. The resulting trench below the bottom of the bedding shall be backfilled with structure backfill material in conformance with the provisions in Section 19-3.06, "Structure Backfill," of the Standard Specifications.

The excavation and backfill below the planned elevation of the bottom of the bedding will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

The Outer Bedding shown on Standard Plan A62DA shall not be compacted prior to placement of the pipe.

Portland cement for concrete backfill shall be Type III conforming to the provisions in Section 90-2.01A, "Cement," of the Standard Specifications. A Type C accelerating admixture conforming to the requirements in ASTM Designation: C 494 shall be added to the concrete mix for concrete backfill. The admixture shall be used at the rate recommended by the manufacturer of the admixture. The admixture shall not contain chlorides as Cl in excess of one percent by mass as determined by California Test 415.

10-1.48 OVERSIDE DRAIN

Asphalt concrete overside drains shall conform to the provisions in Section 69, "Overside Drains," of the Standard Specifications.

10-1.49 MISCELLANEOUS FACILITIES

Alternative flared end sections and manholes shall conform to the provisions in Section 70, "Miscellaneous Facilities," of the Standard Specifications and these special provisions.

When no longer required for the work as determined by the Engineer, temporary alternative flared end sections shall be removed. Removed facilities shall become the property of the Contractor and shall be removed from the site of the work.

Full compensation for maintaining, removing and disposing of temporary alternative flared end sections shall be considered as included in the contract unit prices paid for alternative flared end sections and no additional compensation will be allowed therefor.

Temporary alternative flared end sections will be measured and paid for as alternative flared end sections.

10-1.50 SLOPE PROTECTION

Slope protection shall be placed or constructed in conformance with the provisions in Section 72, "Slope Protection," of the Standard Specifications and these Special Provisions.

When no longer required for the work as determined by the Engineer, temporary rock slope protection shall be removed. Removed rock slope protection shall become the property of the Contractor and shall be removed from the site of the work.

Full compensation for maintaining, removing and disposing of temporary rock slope protection shall be considered as included in the contract unit prices paid for rock slope protection and no additional compensation will be allowed therefor.

Temporary rock slope protection will be measured and paid for as rock slope protection.

Rock slope protection fabric shall be woven or nonwoven type fabric, Type A or Type B, at the option of the Contractor.

10-1.51 MISCELLANEOUS CONCRETE CONSTRUCTION

Minor concrete (curb) shall conform to the provisions in Section 73, "Concrete Curbs and Sidewalks," of the Standard Specifications.

10-1.52 MISCELLANEOUS IRON AND STEEL

Miscellaneous iron and steel shall conform to the provisions in Section 75, "Miscellaneous Metal," of the Standard Specifications.

10-1.53 TYPE BW FENCE

Type BW fence shall conform to the provisions in Section 80, "Fences," of the Standard Specifications and these special provisions.

The fence material shall be fastened to metal posts. Metal posts shall be painted a gray color.

10-1.54 MONUMENTS

Survey monuments shall be constructed in conformance with the provisions in Section 81, "Monuments," of the Standard Specifications and these special provisions.

Concrete shall be minor concrete.

Monument covers, cover rings, and disks will be State-furnished as provided under "Materials" of these special provisions. The exact location of monuments will be determined by reference points established by the Engineer. The non-metallic form tube shall be placed so that the point referenced will fall within a 12.5 mm circle in the center of the tube. The Contractor shall notify the Engineer in writing at least 5 working days prior to obliterating, destroying or constructing any survey monuments to allow State forces to tie out survey monuments.

The contract unit price for survey monument (Type B) shall include full compensation for furnishing all labor, materials (except monument covers, cover rings, and disks), tools, equipment, and incidentals, and for doing all the work involved in constructing the monuments, complete in place, including cover rings and covers, non-metallic form tube, granular material, minor concrete, excavating and backfilling holes, and disposing of surplus excavated material, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.55 MARKERS AND DELINEATORS

Markers and delineators shall conform to the provisions in Section 82, "Markers and Delineators," of the Standard Specifications and these special provisions.

Markers and delineators on flexible posts shall conform to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. Flexible posts shall be made from a flexible white plastic which shall be resistant to impact, ultraviolet light, ozone, and hydrocarbons. Flexible posts shall resist stiffening with age and shall be free of burns, discoloration, contamination, and other objectionable marks or defects which affect appearance or serviceability.

Retroreflective sheeting for metal and flexible target plates shall be the retroreflective sheeting designated for channelizers, markers,-and delineators conforming to the requirements in ASTM Designation: D 4956-95 and in conformance with the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

10-1.56 METAL BEAM GUARD RAILING

Metal beam guard railing shall be constructed in conformance with the provisions in Section 83-1, "Railings," of the Standard Specifications and these special provisions.

Attention is directed to "Order of Work" of these special provisions.

Line posts shall be steel. Blocks shall be plastic.

ALTERNATIVE IN-LINE TERMINAL SYSTEM

Alternative in-line terminal system shall be furnished and installed as shown on the plans and in conformance with these special provisions.

The allowable alternatives for an in-line terminal system shall consist of one of the following or a Department approved equal.

(1) TERMINAL SYSTEM (TYPE SKT) - Terminal system (Type SKT) shall be a SKT 350 Sequential Kinking Terminal manufactured by Road Systems, Inc., located in Big Spring, Texas, and shall include items detailed for terminal system (Type SKT) shown on the plans. The SKT 350 Sequential Kinking Terminal can be obtained from the distributor, Universal Industrial Sales, P.O. Box 699, Pleasant Grove, UT 84062, Telephone (801) 785–0505 or from the distributor, Gregory Highway Products, 4100 13th Street, S.W., Canton, OH 44708, Telephone (330) 477–4800.

(2) TERMINAL SYSTEM (TYPE ET) - Terminal system (Type ET) shall be an ET-2000 PLUS (4-tube system) extruder terminal as manufactured by Trinity Industries, Inc., and shall include items detailed for terminal system (Type ET) shown on the plans. The ET-2000 PLUS (4-tube system) extruder terminal can be obtained from the

manufacturer, Trinity Industries, Inc., P.O. Box 99, 950 West 400S, Centerville, UT 84014, Telephone (800) 772–7976.

The Contractor shall provide the Engineer with a Certificate of Compliance from the manufacturer in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications. The Certificate of Compliance shall certify that the terminal systems furnished conform to the contract plans and specifications, conform to the prequalified design and material requirements, and were manufactured in conformance with the approved quality control program.

Terminal systems shall be installed in conformance with the manufacturer's installation instructions and these requirements. Each terminal system installed shall be identified by painting the type of terminal system in neat black letters and figures 60 mm high on the backside of the rail element between system posts numbers 4 and 5.

For terminal system (Type ET) the steel foundation tubes with soil plates attached shall be, at the Contractor's option, either driven, with or without pilot holes, or placed in drilled holes. Space around the steel foundation tubes shall be backfilled with selected earth, free of rock, placed in layers approximately 100 mm thick and each layer shall be moistened and thoroughly compacted. The wood terminal posts shall be inserted into the steel foundation tubes by hand and shall not be driven. Before the wood terminal posts are inserted, the inside surfaces of the steel foundation tubes to receive the wood posts shall be coated with a grease which will not melt or run at a temperature of 65°C or less. The edges of the wood terminal posts may be slightly rounded to facilitate insertion of the post into the steel foundation tubes.

For terminal system (Type SKT) the soil tubes shall be, at the Contractor's option, driven with or without pilot holes, or placed in drilled holes. Space around the steel foundation tubes shall be backfilled with selected earth, free of rock, placed in layers approximately 100 mm thick and each layer shall be moistened and thoroughly compacted. Wood posts shall be inserted into the steel foundation tubes by hand. Before the wood terminal posts are inserted, the inside surfaces of the steel foundation tubes to receive the wood posts shall be coated with a grease which will not melt or run at a temperature of 65°C or less. The edges of the wood posts may be slightly rounded to facilitate insertion of the post into the steel foundation tubes.

Surplus excavated material remaining after the terminal system has been installed shall be disposed of in a uniform manner along the adjacent roadway where designated by the Engineer.

The contract unit price paid for alternative in-line terminal system shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in furnishing and installing alternative in-line terminal system, complete in place, including excavation, backfill and disposal of surplus material, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.57 CONCRETE BARRIER

Concrete barriers shall conform to the provisions in Section 83-2, "Barriers," of the Standard Specifications and these special provisions.

If reinforcement is encountered during drilling before the specified depth is attained, the Engineer shall be notified. Unless the Engineer approves coring through the reinforcement, the hole will be rejected and a new hole, in which reinforcement is not encountered, shall be drilled adjacent to the rejected hole to the depth shown on the plans.

Concrete barrier (Type 732R) will be measured and paid for as concrete barrier (Type 732).

10-1.58 TRANSITION RAILING (TYPE WB)

Transition railing (Type WB) shall be furnished and installed in conformance with details shown on the plans, the provisions in Section 83-2, "Barriers," of the Standard Specifications and these special provisions.

The 10-gage rail elements shall conform to the requirements of Class B, Type 1 thrie beam guard railing as shown in AASHTO Designation: M 180. End caps shall conform to the requirements of Class A, Type 1 thrie beam guard railing as shown in AASHTO Designation: M 180.

Surplus excavated material remaining after the transitional railing (Type WB) has been constructed shall be disposed of in a uniform manner along the adjacent roadway where designated by the Engineer.

The contract unit price paid for transition railing (Type WB) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in furnishing and installing transition railing (Type WB), complete in place, including drilling holes for wood posts, driving posts, backfill, and disposal of surplus material, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.59 THERMOPLASTIC TRAFFIC STRIPE AND PAVEMENT MARKING

Thermoplastic traffic stripes (traffic lines) and pavement markings shall be applied in conformance with the provisions in Section 84, "Traffic Stripes and Pavement Markings," of the Standard Specifications and these special provisions.

Thermoplastic material shall be free of lead and chromium, and shall conform to the requirements in State Specification PTH-02ALKYD.

Retroreflectivity of the thermoplastic traffic stripes and pavement markings shall conform to the requirements in ASTM Designation: D 6359-99. White thermoplastic traffic stripes and pavement markings shall have a minimum initial retroreflectivity of 250 $mcd \cdot m^{-2} \cdot lx^{-1}$. Yellow thermoplastic traffic stripes and pavement markings shall have a minimum initial retroreflectivity of 150 $mcd \cdot m^{-2} \cdot lx^{-1}$.

Where striping joins existing striping, as shown on the plans, the Contractor shall begin and end the transition from the existing striping pattern into or from the new striping pattern a sufficient distance to ensure continuity of the striping pattern.

Thermoplastic traffic stripes shall be applied at the minimum thickness and application rate as specified below. The minimum application rate is based on a solid stripe of 100 mm in width.

Minimum StripeThickness (mm)	Minimum Application Rate (kg/m)
2.5	0.5

Thermoplastic traffic stripes and pavement markings shall be free of runs, bubbles, craters, drag marks, stretch marks, and debris.

At the option of the Contractor, permanent traffic striping and pavement marking tape conforming to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions may be placed instead of the thermoplastic traffic stripes and pavement markings specified herein. Permanent tape, if used, shall be installed in conformance with the manufacturer's specifications.

If permanent tape is placed instead of thermoplastic traffic stripes and pavement markings, the tape will be measured and paid for by the meter as thermoplastic traffic stripe and by the square meter as thermoplastic pavement marking.

10-1.60 THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)

Sprayable thermoplastic traffic stripes (traffic lines) shall be applied in conformance with the provisions in Section 84, "Traffic Stripes and Pavement Markings," of the Standard Specifications and these special provisions.

Sprayable thermoplastic material shall be free of lead and chromium, and shall conform to the requirements in State Specification No. PTH-02SPRAY.

Retroreflectivity of the sprayable traffic stripes shall conform to the requirements in ASTM Designation: D 6359-99. White sprayable thermoplastic traffic stripes shall have a minimum initial retroreflectivity of 250 $mcd \cdot m^{-2} \cdot lx^{-1}$. Yellow sprayable thermoplastic traffic stripes shall have a minimum initial retroreflectivity of 150 $mcd \cdot m^{-2} \cdot lx^{-1}$.

At the option of the Contractor, permanent traffic striping and pavement marking tape conforming to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions may be placed instead of the sprayable thermoplastic traffic stripes. Permanent tape, if used, shall be installed in conformance with the manufacturer's specifications.

Where striping joins existing striping, as shown on the plans, the Contractor shall begin and end the transition from the existing striping pattern into or from the new striping pattern a sufficient distance to ensure continuity of the striping pattern.

Sprayable thermoplastic material shall be applied to the pavement at a minimum thickness of one millimeter and a minimum rate of 0.2-kg/m. The minimum application rate is based on a solid stripe of 100 mm in width.

Sprayable thermoplastic material shall be applied to the pavement at a temperature between 177°C and 205°C, unless a different temperature is recommended by the manufacturer.

Sprayable thermoplastic traffic stripes shall be free of runs, bubbles, craters, drag marks, stretch marks, and debris.

If permanent tape is placed instead of sprayable thermoplastic traffic stripes, the tape will be measured and paid for by the meter as thermoplastic traffic stripe (sprayable).

Sprayable thermoplastic traffic stripes will be measured by the meter along the line of the traffic stripes, without deductions for gaps in broken traffic stripes. A double traffic stripe, consisting of two 100-mm wide yellow stripes, will be measured as one traffic stripe.

The contract price paid per meter for thermoplastic traffic stripe (sprayable) shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in applying sprayable thermoplastic traffic stripes (regardless of the number, widths, and patterns of individual stripes involved in each traffic stripe) including establishing alignment for stripes, and layout work, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.61 PAVEMENT MARKERS

Pavement markers shall be placed in conformance with the provisions in Section 85, "Pavement Markers," of the Standard Specifications and these special provisions.

Attention is directed to "Traffic Control System For Lane Closure" of these special provisions regarding the use of moving lane closures during placement of pavement markers with bituminous adhesive.

The Contractor shall furnish the Engineer certificates of compliance for the pavement markers in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications.

Retroreflective pavement markers shall be marked as abrasion resistant on the body of the markers.

SECTION 10-2. (BLANK)

SECTION 10-3. SIGNALS, LIGHTING AND ELECTRICAL SYSTEMS

10-3.01 DESCRIPTION

Highway lighting, detector loop, and lighting conduit (bridge) shall conform to the provisions in Section 86, "Signals, Lighting and Electrical Systems," of the Standard Specifications and these special provisions.

Lighting conduit is included in the following structures:

A. Kings Slough Overflow Bridge, Br No. 42-0039
B. Kings Slough Overflow Bridge, Br No. 42-0040
C. Kings Slough Bridge, Br No. 42-0041

10-3.02 COST BREAK-DOWN

Cost break-downs shall conform to the provisions in Section 86-1.03, "Cost Break-Down," of the Standard Specifications and these special provisions.

The Engineer shall be furnished a cost break-down for each contract lump sum item of work described in this Section 10-3.

The cost break-down shall be submitted to the Engineer for approval within 15 days after the contract has been approved. The cost break-down shall be approved, in writing, by the Engineer before any partial payment for the items of electrical work will be made.

10-3.03 FOUNDATIONS

Reinforced cast-in-drilled-hole concrete pile foundations for traffic signal and lighting standards shall conform to the provisions in "Piling" of these special provisions, except for payment.

10-3.04 STANDARDS, STEEL PEDESTALS, AND POSTS

Standards, steel pedestals, and posts for lighting standards shall conform to the provisions in Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications, "Steel Structures" of these special provisions, and the following requirements.

Steel bolts not designated on the plans as high-strength (HS) or stainless steel shall be for general applications and shall conform to the requirements in ASTM Designation: A 307.

Handhole reinforcement rings for standards, steel pedestals, and posts shall be continuous around the handholes.

10-3.05 CONDUIT

Conduit to be installed underground shall be Type 3 unless otherwise specified. Detector termination conduits shall be Type 3.

The conduit in a foundation and between a foundation and the nearest pull box shall be Type 1.

Conduit sizes shown on the plans and specified in the Standard Specifications and these special provisions are referenced to metallic type conduit. When rigid non-metallic conduit is required or allowed, the nominal equivalent industry size shall be used as shown in the following table:

Size Designation for Metallic Type Conduit	Equivalent Size for Rigid Non-metallic Conduit
21	20
27	25
41	40
53	50
63	65
78	75
103	100

After conductors have been installed, the ends of conduits terminating in pull boxes and service equipment enclosures shall be sealed with an approved type of sealing compound.

10-3.06 CONDUCTORS AND WIRING

Splices shall be insulated by "Method B" or, at the Contractor's option, splices of conductors shall be insulated with heat-shrink tubing of the appropriate size after thoroughly painting the spliced conductors with electrical insulating coating.

10-3.07 BONDING AND GROUNDING

Bonding and grounding shall conform to the provisions in Section 86-2.10, "Bonding and Grounding," of the Standard Specifications and these special provisions.

Bonding jumpers in standards with handholes and traffic pull box lid covers shall be attached by a UL listed lug using 4.5-mm diameter or larger brass or bronze bolts and shall run to the conduit or bonding wire in the adjacent pull box. The grounding jumper shall be visible after the standard has been installed and the mortar pad and cap have been placed on the foundation.

Standards without handholes shall have bonding accomplished by jumpers attached to UL listed ground clamps on each anchor bolt.

For slip base standards or slip base inserts, bonding shall be accomplished by jumpers attached to UL listed ground clamps on each anchor bolt, or a UL listed lug attached to the bottom slip base plate with a 4.5-mm diameter or larger brass or bronze bolt.

Equipment bonding and grounding conductors are required in conduits, except when the conduits contain combinations of loop lead-in cable, fiber optic cable, or signal interconnect cable. A No. 8 minimum, bare copper wire shall run continuously in circuits, except for series lighting circuits, where No. 6 bare copper wire shall run continuously. The bonding wire size shall be increased to match the circuit breaker size in conformance with the Code, or shall be as shown on the plans. Conduits to be installed for future conductors, may omit the copper wire.

Bonding of metallic conduits in metal pull boxes shall be by means of bonding bushings and bonding jumpers connected to the bonding wire running in the conduit system.

10-3.08 SERVICE

Type III service equipment enclosures shall be the aluminum type.

Circuit breakers shall be the cable-in/cable-out type, mounted on non-energized clips. All circuit breakers shall be mounted vertically with the up position of the handle being the "ON" position.

10-3.09 NUMBERING ELECTRICAL EQUIPMENT

The placement of numbers on electrical equipment will be done by others.

10-3.10 DETECTORS

Loop wire shall be Type 2.

Slots shall be filled with hot-melt rubberized asphalt sealant.

10-3.11 LUMINAIRES

Ballasts shall be 120/240 V multi-tap and shall be the lag or lead regulator type.

10-3.12 REMOVING, REINSTALLING OR SALVAGING ELECTRICAL EQUIPMENT

Salvaged electrical materials shall be hauled to the City of Mendota, 643 Quince Street, Mendota, CA 93640 and stockpiled. Contact Domingo Morales at (559) 655-3291, Ext. 21.

The Contractor shall provide the equipment, as necessary, to safely unload and stockpile the material. A minimum of 2 working days' notice shall be given prior to delivery.

10-3.13 PAYMENT

Full compensation for hauling and stockpiling electrical materials shall be considered as included in the contract price paid for the item requiring the material to be salvaged and no additional compensation will be allowed therefor.

If any of the fabrication sites for the materials listed are located more than 480 air line kilometers from both Sacramento and Los Angeles, additional shop inspection expenses will be sustained by the State. Whereas it is and will be impractical and difficult to determine the actual increase in these expenses, it is agreed that payment to the Contractor for furnishing these listed materials from each fabrication site located more than 480 air line kilometers from both Sacramento and Los Angeles will be reduced $1500:

1. Service equipment enclosures

The contract lump sum price paid for detector loop shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in detector loop, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

The contract lump sum price paid for lighting conduit (bridge) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in lighting conduit (bridge), complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

SECTION 11. MODIFIED STANDARD SPECIFICATION SECTIONS

SECTION 11-1. QUALITY CONTROL / QUALITY ASSURANCE

Asphalt concrete shall conform to the provisions in this Section 11-1, "Quality Control / Quality Assurance," and the section entitled "Asphalt Concrete" in Section 10-1, "General," of these special provisions. Section 39, "Asphalt Concrete," of the Standard Specifications shall not apply to Type A and Type B asphalt concrete.

SECTION 39: ASPHALT CONCRETE

39-1 GENERAL

39-1.01 DESCRIPTION

This work shall consist of furnishing and mixing aggregate and asphalt binder at a central mixing plant, transporting, spreading and compacting the mixture, and furnishing and placing pavement reinforcing fabric, in conformance with the provisions in this Section 11-1, "Quality Control / Quality Assurance," and with "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

The Contractor shall be responsible for controlling the quality of the asphalt concrete product entering the work, including aggregate, asphalt binder, additives, and asphalt concrete mixture; for controlling the quality of the work performed, including mix design, and mixing, transporting, spreading, and compacting the asphalt concrete; for controlling the quality of the finished roadway surface; and for developing, implementing, and maintaining a quality control program. The Contractor shall be responsible for the inspection, sampling, and testing required to control the quality of the asphalt concrete and the work performed.

The inspection, sampling, and testing required to control the quality of the workmanship and the asphalt concrete shall conform to this Section 11-1. Sampling shall be in conformance with the provisions of this Section 11-1 and with the requirements in California Test 125. Testing shall be performed using California Test Methods unless otherwise directed by the Engineer or this Section 11-1.

Asphalt concrete is designated as Type A or Type B. The type of asphalt concrete will be shown on the plans or specified in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

39-2 MATERIALS

39-2.01 ASPHALTS

Asphalt binder to be mixed with aggregate shall be steam-refined paving asphalt conforming to the provisions in Section 92, "Asphalts," of the Standard Specifications. The grade of asphalt binder shall be designated in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

Liquid asphalt for prime coat shall conform to the provisions in Section 93, "Liquid Asphalts," of the Standard Specifications and shall be the grade designated by the contract item or the provisions in "Asphalt Concrete," in Section 10-1, "General," of these special provisions.

Asphalt emulsion for paint binder (tack coat) shall conform to the provisions in Section 94, "Asphaltic Emulsions," of the Standard Specifications for the rapid-setting or slow-setting type and grade approved by the Engineer.

Paving asphalt to be used as a binder for pavement reinforcing fabric shall be a steam-refined paving asphalt conforming to the provisions in Section 92, "Asphalts," of the Standard Specifications, and shall be the grade specified in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

39-2.02 AGGREGATE

Aggregate and combined aggregate shall conform to the quality and gradation provisions in this Section 11-1 for the asphalt concrete types and sizes conforming to the provisions in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

Aggregates shall be clean and free from decomposed or organic materials and other deleterious substances. Coarse aggregate is material retained on the 4.75-mm sieve, fine aggregate is material passing the 4.75-mm sieve, and supplemental fine aggregate is added fine material passing the 600-µm sieve, including, but not limited to, lime, cement and stored fines from dust collectors.

The target value for the percent passing each designated sieve size for the aggregate blend used in the proposed asphalt concrete mix design, including supplemental fine aggregate, shall fall within the "Target Value Limits" of the following table:

Table 39-1 AGGREGATE GRADATION
Type A and Type B Asphalt Concrete
Percentage Passing

19-mm Maximum, Coarse		19-mm Maximum, Medium	
Sieve Sizes	Target Value Limits	Sieve Sizes	Target Value Limits
25-mm	100	25-mm	100
19-mm	90 - 100	19-mm	90 - 100
9.5-mm	60 - 75	9.5-mm	65 - 80
4.75-mm	45 - 50	4.75-mm	49 - 54
2.36-mm	32 - 36	2.36-mm	36 - 40
600-µm	15 - 18	600-µm	18 - 21
75-µm	3 - 7	75-µm	3 - 8

12.5-mm Maximum, Coarse		12.5-mm Maximum, Medium	
Sieve Sizes	Target Value Limits	Sieve Sizes	Target Value Limits
19-mm	100	19-mm	100
12.5-mm	95 - 100	12.5-mm	95 - 100
9.5-mm	75 - 90	9.5-mm	80 - 95
4.75-mm	55 - 61	4.75-mm	59 - 66
2.36-mm	40 - 45	2.36-mm	43 - 49
600-µm	20 - 25	600-µm	22 - 27
75-µm	3 - 7	75-µm	3 - 8

During asphalt concrete production, aggregate gradation shall be within the limits specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. Conformance with the grading requirements shall be determined by California Test 202, modified by California Test 105, when there is a difference in specific gravity of 0.2 or more between the coarse and fine portions of the aggregate or between the blends of the different aggregates. The percent passing the 75-µm sieve shall be reported to the first decimal place (tenths).

The combined aggregate shall conform to the following quality requirements before the addition of the asphalt binder:

Table 39-2 AGGREGATE QUALITY REQUIREMENTS

Quality	California Test	Asphalt Concrete Type A	Asphalt Concrete Type B
Percent of Crushed Particles	205		
Coarse Aggregate (Min.)		90%	25%
Fine Aggregate (Passing 4.75-mm , Retained on 2.36-mm) (Min.)		70%	20%
Los Angeles Rattler	211		
Loss at 100 Rev. (Max.)		10%	
Loss at 500 Rev. (Max.)		45%	50%
Sand Equivalent (Min.)[1]	217	47	42
Kc Factor (Max.)	303	1.7	1.7
Kf Factor (Max.)	303	1.7	1.7

Note:
1 Reported value shall be the average of 3 tests split from a single sample.

39-2.03 ASPHALT CONCRETE MIXTURE

The asphalt concrete mixture, composed of the proposed aggregate blend, antistrip additives, and the proposed asphalt binder content as determined by California Test 367, shall conform to the following requirements:

Table 39-3 ASPHALT CONCRETE MIXTURE REQUIREMENTS

Design Parameters	California Test	Asphalt Concrete Type and Location: Coast and Valley Type A	Coast and Valley Type B	Desert (per Engineer) Type A	Desert (per Engineer) Type B
Hveem Stabilometer Value (Min)	366[1, 2]	37	35	37	35
Percent air voids (Mix Design)	367[1]	4[3]	4[3]	5[3]	5[3]
(3 briquettes at Mix Design)[4]		3 - 5	3 - 5	4 - 6	4 - 6
(Start-Up Production Evaluation)[5]		Design Value ±2.0			
Swell [4] (mm) (Max)	305	0.76	0.76	0.76	0.76

Notes:
1. Reported value shall be the average of 3 tests from a single split sample.
2. A set of 3 briquettes shall be prepared and tested separately. If the range of stability for the 3 briquettes is more than 12 points, the briquettes shall be discarded and new samples shall be fabricated and tested.
3. California Test 367, Paragraph C5, is modified to "4%" for Coast and Valley and "5%" for Desert. California Test 309 shall be used to determine the theoretical maximum specific gravity of each asphalt content in conformance with the requirements in "Determination of Theoretical Maximum Specific Gravity of Mixtures with Different Asphalt Contents" located at:

   http://www.dot.ca.gov/hq/esc/Translab/fpmlab.htm

4. Mix design submittal shall include test results for percent air voids for 3 briquettes constructed using the submitted aggregate and asphalt blended at the proposed target values. Result shall be average for the 3 briquettes.
5. For production evaluation of air voids, California Test 309 shall be used to measure theoretical maximum specific gravity instead of calculating maximum specific gravity in California Test 367. Determine the theoretical maximum specific gravity once for a single split sample. For bulk specific gravity, the reported value shall be the average of 3 tests from a single split sample.

During production and placement, the asphalt concrete mixture shall conform to the requirements of Table 39-4, "Minimum Process Control Requirements," and Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. Changes in cold feed or hot bin proportions to conform to the aggregate grading requirements shall not be considered changes in the mix design.

Whenever asphalt concrete production has been suspended for longer than 30 days, the Contractor, on the first day of resumption of production, shall sample and test the asphalt concrete to demonstrate conformance with the requirements of Table 39-3, "Asphalt Concrete Mixture Requirements," Table 39-4, "Minimum Process Control Requirements," and Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1.

The target value for asphalt content may be changed by as much as ±0.2 percent during the production start-up evaluation specified in Section 39-10.02A, "Production Start-Up Evaluation," of this Section 11-1 or after production start-up evaluation and before the first day of regular production with the Engineer's approval. The Contractor shall demonstrate that asphalt concrete that has been produced through the plant using the modified target value for asphalt content is in conformance with the provisions in this Section 11-1 by submitting test results for samples obtained from the first 500 tonnes of production. Stability and percent air voids shall be determined using 3 briquettes constructed from a single sample taken from 4 locations across the mat in conformance with the requirements of California Test 125.

Changes from one mix design to another shall not be made during the progress of the work, unless approved by the Engineer. Changes in target asphalt content of placed asphalt concrete (other than those allowed during the start-up evaluation process), in aggregate grading target values, or in aggregate sources shall be considered to be a change in the asphalt concrete mixture and shall require a new mix design proposal. Changes in the asphalt content or aggregate grading target values approved by the Engineer will not be applied retroactively for acceptance or payment. Adjustment to the control setting at the plant to achieve a target asphalt content in the field is allowed and shall not be considered as a change in the asphalt concrete mixture.

39-2.04 PAVEMENT REINFORCING FABRIC

Pavement reinforcing fabric shall conform to the provisions in Section 88, "Engineering Fabrics," of the Standard Specifications and these special provisions.

39-3 ASPHALT CONCRETE MIX DESIGN PROPOSAL AND REVIEW

39-3.01 CONTRACTOR MIX DESIGN PROPOSAL

The Contractor shall submit for the Engineer's review a proposed asphalt concrete mix design for each asphalt concrete mixture to be used at least 7 days before production of that asphalt concrete mixture. The asphalt concrete mix design shall be prepared by a laboratory (or laboratories) whose proficiency has been reviewed and qualified in conformance with the Department's Independent Assurance Program. Aggregate quality and asphalt concrete mix design test results shall be no more than one year old when production of the asphalt concrete mixture starts. For projects of more than one year's duration, asphalt concrete may be produced using the asphalt concrete mix design that was reviewed and accepted at the start of the project provided the asphalt concrete mixture continues to conform to the provisions of this Section 11-1.

The Contractor shall submit a mix design letter that indicates the target values proposed for gradation, asphalt content, and percent air voids. This submittal shall include test results and raw test data for aggregate quality and asphalt concrete mixture requirement; plots of the combined gradings showing the production tolerances; plots of unit mass, stability, and percent air voids versus asphalt content for the asphalt contents considered in the design process. In addition, this submittal shall include test results for stability, percent air voids, and swell for 3 briquettes constructed using the submitted aggregate and asphalt blended at the proposed target values for each asphalt concrete mixture to be used.

The Contractor shall submit the following for each asphalt concrete mixture proposed:

A. Aggregate and supplemental fine aggregate:

1. Target values for percent passing each sieve size for the aggregate blend;
2. Results of quality tests for aggregate;
3. Source of each aggregate to be used including producer, location, and California Mine Identification number;
4. Percentage of each aggregate stockpile, cold feed or hot bin to be used; and
5. Gradation of each aggregate stockpile, cold feed or hot bin to be used.

B. Asphalt binder:

1. Asphalt binder source and target value;
2. Type and grade of binder; and
3. Material Safety Data Sheets.

C. Antistrip additives, when applicable:

1. Name of product, manufacturer, manufacturer's designation and proposed rate, location, and method of addition; and
2. Material Safety Data Sheets.

The proposed asphalt concrete mix design submittal will be considered complete only when the submittal items, including the mix design letter, test results, and plots, have been received by the Engineer.

39-3.02 ENGINEER REVIEW OF ASPHALT CONCRETE MIX DESIGN

The Engineer will review the proposed aggregate and asphalt concrete mixture for conformance with this Section 11-1. The Engineer will have 7 days to review each submittal of a proposed mix design. Production of asphalt concrete shall not begin until written notification has been received from the Engineer that the submittal conforms to the requirements of this Section 11-1. If the Engineer fails to complete the review within the time allowed and if, in the opinion of the Engineer, the completion of work is delayed by reason of the failure to review, the Engineer will adjust payment and contract time in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

39-4 CONTRACTOR QUALITY CONTROL

39-4.01 GENERAL

The Contractor shall be responsible for the quality of the asphalt concrete entering into the work and of the work performed. In addition, the Contractor shall be responsible for the quality of asphalt concrete or ingredients procured from subcontractors or vendors. A quality control system shall be established, maintained, and modified, if needed, that will provide assurance that materials and completed work conform to contract requirements.

At least 14 days before the start of production of asphalt concrete, the Contractor shall submit a written Quality Control Plan. At the request of the Engineer or the Contractor, the Contractor shall discuss the Quality Control Plan with the Engineer.

39-4.02 QUALITY CONTROL PLAN

The Quality Control Plan shall describe the organization and procedures that will be used to administer the quality control system including the procedures used to control the production process, the procedures used to determine when changes to the production process are needed, and the procedures proposed to be used to implement the required changes. The Quality Control Plan shall meet the minimum standards set forth in the Department's "Quality Control and Quality Assurance Manual for Asphalt Concrete Production and Placement," available at:

http://www.dot.ca.gov/hq/construc

Asphalt concrete production and placement shall not begin until the Engineer has approved the Quality Control Plan. Approval of the Quality Control Plan does not imply a warranty by the Engineer that adherence to the plan will result in production of asphalt concrete that complies with this Section 11-1. It shall remain the responsibility of the Contractor to demonstrate such compliance.

The Quality Control Plan shall include the name and qualifications of a Quality Control Manager. The Quality Control Manager shall be responsible for the administration of the Quality Control Plan, including compliance with the plan and plan modifications. The Quality Control Manager shall be responsible to the Contractor, shall have the authority to make decisions concerning quality of the work or product, and shall be available to the project within less than 3 hours during paving. Except in cases of emergency and with the approval of the Engineer, the Quality Control Manager cannot be a foreman, member of the production or paving crew, an inspector or tester on this project during pavement production and placement.

The Quality Control Plan shall identify personnel, equipment and documentation required for a complete inspection, sampling and testing program. The Quality Control Plan shall include, but not be limited to, a list of inspectors, samplers and testers, their duties, their qualification if required, and their experience if no qualification is required. The Contractor shall maintain this list with current information. The Quality Control Plan shall also list the name and location of laboratories that shall be providing information to the Engineer, the testers who conducted the tests and their qualification and the name of the Laboratory Quality Control Manager responsible for oversight of the testing program. It shall also show examples of the test result forms (if different from those in the Department's "Quality Control and Quality Assurance Manual for Asphalt Concrete Production and Placement"), the roadway and plant inspection forms, the Quality Control Manager's daily summary form, and the compliance charts. It shall include the method by which random sampling shall be determined, a list of the testing and sampling equipment to be used and the current calibration dates and calibration charts, and copies of nuclear gauge licenses.

The Quality Control Plan shall include the name and qualification of a testing consultant to be an Independent Third Party in dispute resolution. By mutual agreement during dispute resolution, the Independent Third Party may be a District Independent Assurance Representative, the testing consultant, or both. The proficiency of the testing consultant shall be reviewed and qualified in conformance with the requirements of the Department's Independent Assurance Program before the test consultant participates in dispute resolution. Attention is directed to Section 39-6, "Dispute Resolution," of this Section 11-1.

The Quality Control Plan may be modified as work progresses. A supplement shall be submitted whenever there are changes to quality control procedures or personnel. Asphalt concrete production and placement shall not resume or continue until the Engineer approves revisions to the Quality Control Plan or personnel.

39-4.03 CONTRACTOR QUALITY CONTROL INSPECTION, SAMPLING, AND TESTING

The Contractor shall perform process and quality control sampling and testing, provide inspection, and exercise management control to ensure that asphalt concrete production and placement conforms to the provisions of this Section 11-1. Staffing for process and quality control shall meet the minimum requirements outlined in the Department's "Quality Control and Quality Assurance Manual for Asphalt Concrete Production and Placement."

Process and quality control, sampling, testing, and inspection shall be provided during the asphalt concrete work. Sampling, testing, and inspection shall be performed at a rate sufficient to ensure that asphalt concrete conforms to the provisions of this Section 11-1.

A roadway inspector shall be provided while asphalt concrete paving operations are in progress. The roadway inspector shall ensure that asphalt concrete placement conforms to industry standards and to the spreading, compacting, and finishing specifications of this Section 11-1. Plant inspection shall be performed as necessary to maintain control of the asphalt concrete production.

Minimum sampling and testing requirements for process and quality control are specified in Table 39-4, "Minimum Process Control Requirements," and Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. Sampling shall be statistically based and random.

During production start-up evaluation, the Contractor shall sample and test in conformance with the provisions in Section 39-10.02A, "Production Start-Up Evaluation," of this Section 11-1.

A testing laboratory and personnel shall be provided for the performance of process and quality control testing. The Engineer shall have unrestricted access to mix design, sampling, and testing.

The proficiency of testing laboratories and sampling and testing personnel shall be reviewed, certified, and qualified by the Department's Independent Assurance Sampler and Tester before providing services to the project. Inspectors shall meet the standards set forth in the Department's "Quality Control and Quality Assurance Manual for Asphalt Concrete Production and Placement."

The Contractor shall retain for inspection the records generated as part of the Contractor's Quality Control, inspection, sampling, and testing for at least 3 years.

39-4.04 CONTRACTOR PROCESS CONTROL

Process control sampling and testing shall be performed and control shall be exercised to ensure that asphalt concrete production conforms to this Section 11-1.

Minimum process control sampling and testing shall be performed in compliance with Table 39-4

Table 39-4 MINIMUM PROCESS CONTROL REQUIREMENTS

Quality Characteristic	Action Limit	California Test	Minimum Sampling and Testing Frequency	Point of Sampling[6] ‡	Reporting Time Allowance
Sand Equivalent (Min)	47 (Type A) 42 (Type B)	217 (Reported value shall be the average of 3)[1]	One sample per 2,500 tonnes. Not less than one sample per 2 days	Batch plant - from hot bins. Drum plant - from composite cold feed.	24 hours
Stability	37 (Type A) 35 (Type B)	366[2,3] (Reported value shall be the average of 3)[1, 4]	See Note 5. Not less than one sample per 5 days		48 hours

Notes:

‡ In conformance with the requirements of California Test 125.

1. Samples used for the 3 tests to be averaged shall be from a single split sample and the average shall be reported.
2. Modify California Test 304, Part 2.B.2.c: "After compaction in the mechanical compactor, cool to 60±3°C by allowing the briquettes to cool at room temperature for 0.5-hour, then place the briquettes in the oven at 60°C for a minimum of 2 hours and not more than 3 hours before applying the 56 kN leveling off load."
3. Modify California Test 304, Part 1.B.1. Paragraph 2, eliminate the requirement of curing sample for 15 hours.
4. Briquettes shall be fabricated from a single, combined sample obtained from at least 4 locations in a line transversely across the mat immediately behind the paver in conformance with the requirements of California Test 125. If the range of stability for the 3 briquettes is more than 12 points, the samples shall be discarded and new samples shall be obtained before the end of the following shift of paving and tested in conformance with the requirements of Table 39-3, "Asphalt Concrete Mixture Requirements."
5. Asphalt concrete shall be sampled daily. Asphalt concrete shall be tested each of the first 5 days of production and may be decreased to one for each 5 days thereafter unless stability falls below the action limit. When stability falls below the action limit, testing will be increased to one test for each of the following 5 days of production and may be decreased to one for each 5 days thereafter unless stability drops below the action limit. The sequence of the first 5 test results shall not be broken by more than 7 days of suspended operations.
6. Aggregate that has been lime-treated before asphalt concrete production shall be sampled and tested for sand equivalent before lime treatment.

Aggregate that will be lime-treated shall be sampled and tested for sand equivalent before asphalt concrete production and lime treatment.

The process control test results shall be plotted on specification compliance charts indicating the action limits for the quality characteristic. When one test result falls below the action limit for an individual measurement, the Contractor shall notify the Engineer, take corrective action, and sample and test within the next 500 tonnes of production. When 2 consecutive reported values of test results for an individual characteristic fall below the action limit, the asphalt concrete represented by the 2 tests shall be considered to be not in conformance with the provisions in this Section 11-1 and the Contractor shall suspend production, notify the Engineer, and take corrective action. The asphalt concrete represented by the 2 tests shall be considered to be the asphalt concrete placed after the last test that was in-conformance and the asphalt concrete placed before the report date of the second test that was not in conformance. With the approval of the Engineer, up to 500 tonnes of asphalt concrete may be placed to demonstrate that the asphalt concrete is once again in conformance with the provisions of this Section 11-1. Production shall begin only after the Engineer has received test results confirming conformance.

If asphalt concrete has 2 consecutive stability test results below the specified action limits but above 26 for Type A and 24 for Type B, the Engineer will not consider that asphalt concrete in the quality factor calculation for individual quality characteristic and composite. The asphalt concrete quantity represented by these tests will be paid for at the contract price per tonne for the type of asphalt concrete in the Engineer's Estimate multiplied by a quality factor of 0.9.

The Engineer will reject asphalt concrete that has 2 consecutive stability test results less than or equal to 26 for Type A or 24 for Type B.

The Engineer will reject asphalt concrete placed to demonstrate conformance with the stability action limits that does not conform to the provisions of this Section 11-1.

39-4.05 CONTRACTOR QUALITY CONTROL

Quality control, sampling, testing, and inspection shall be provided during asphalt concrete work. Sampling, testing, and inspection shall be performed at a rate sufficient to ensure that the asphalt concrete product conforms to the requirements in this Section 11-1. Sampling for testing to be reported to the Engineer shall be performed at the minimum frequency specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1.

Quality control samples of aggregates and asphalt concrete mixture shall be obtained and split. One split portion of each sample shall be used for quality control testing and the other portion shall be reserved for possible retest during dispute resolution, in conformance with the provisions in Section 39-6, "Dispute Resolution," of this Section 11-1. Quality control samples shall be stored in a location listed in the Quality Control Plan until disposal has been approved by the Engineer.

The Contractor shall split samples taken for theoretical maximum density into 4 portions. The Contractor shall use one portion for determination of theoretical maximum density and submit the other 3 portions to the Engineer. The Contractor shall notify the Engineer when the sample was used to determine theoretical maximum density. The Engineer will store the 3 portions for other uses including dispute resolution.

The Contractor shall obtain a one-liter sample of the asphalt binder in conformance with the provisions in Section 39-7.01C, "Asphalt Binder Storage," of this Section 11-1 for each day of asphalt concrete production. Modified binders shall be canned in one-liter cylindrical cans with open top, friction lids. The Contractor shall send the samples to the Transportation Laboratory with a Sample Identification Form TL-101 on a weekly basis. A copy of the Sample Identification Form TL-101 and shipping documents shall be attached to the daily report of inspection.

When test results for a single quality characteristic deviate beyond the limits specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1 the Contractor shall take corrective action and shall bring the asphalt concrete within the specification limits. The corrective action taken shall be documented in the records of inspection in conformance with the provisions in Section 39-4.06B, "Records of Inspection and Testing," of this Section 11-1. When a single quality characteristic deviates 3 consecutive times beyond the limits specified in Table 39-9, "Minimum Quality Control Test Requirements," of this Section 11-1, the Contractor shall suspend production, shall notify the Engineer, and shall take corrective action. With the approval of the Engineer, up to 1,000 tonnes of asphalt concrete may be placed and the requirements of Section 39-10.02A, "Production Start-Up Evaluation," of this Section 11-1 shall be used to demonstrate that the asphalt concrete is once again in compliance with this Section 11-1. Production of asphalt concrete shall start only after the Engineer has received test results confirming compliance. When an individual quality characteristic deviates 3 consecutive times beyond the specification limits and production of asphalt concrete has been suspended, the lot shall be terminated.

39-4.06 CHARTS AND RECORDS

The Contractor shall record sampling and testing results for both process control and for quality control on forms as provided in the Department's "Quality Control and Quality Assurance Manual for Asphalt Concrete Production and Placement" or on forms approved by the Engineer. Complete testing records shall be maintained and posted in the Contractor's laboratory. Models of forms that are different from those in the "Quality Control and Quality Assurance Manual for Asphalt Concrete Production and Placement" locations of postings, and times and means of submissions shall be provided in the Quality Control Plan.

The Contractor shall submit the process control and quality control test results using the Department's statistical evaluation program "PACRS" available as specified in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

Compliance charts and inspection and testing records, except stability test results used for process control, shall be submitted within 24 hours after completion of that shift of asphalt concrete production. If the record is incomplete or in error, a copy of the record will be returned with the deficiencies noted by the Engineer. The Contractor shall correct deficiencies and resubmit the updated record by the start of the following working day. When errors or omissions in the inspection or testing records occur repeatedly as determined by the Engineer, asphalt concrete production and placement shall be suspended and the procedures by which the records are produced shall be corrected before production and placement will be restarted.

39-4.06A COMPLIANCE CHARTS

The Contractor shall develop and maintain time linear specification compliance charts. The compliance charts shall identify the project, test number, test parameter, applicable upper and lower specification limits, and test results.

Compliance charts shall be kept current and shall be posted at a location designated in the Quality Control Plan. Compliance charts shall be updated each day of asphalt concrete production, and up-to-date copies shall be included in the submittals to the Engineer of each day's test results.

39-4.06B RECORDS OF INSPECTION AND TESTING

For each day of asphalt concrete production, the Contractor shall prepare an "Asphalt Concrete Construction Daily Record of Inspection," on forms provided in the Department's "Quality Control and Quality Assurance Manual for Asphalt Concrete Production and Placement." A form shall be submitted for inspection at the plant and at the roadway.

For each day of asphalt concrete production, the Contractor shall prepare an "Asphalt Concrete Inspection and Testing Summary" in conformance with the Department's "Quality Control and Quality Assurance Manual for Asphalt Concrete Production and Placement." Plant and roadway inspection forms documenting the day's plant production and roadway placement shall be completed. Deviations from the specifications or the Contractor's regular practice shall be listed and explained. Individual inspection forms shall be signed by the inspector and initialed by the Quality Control Manager and attached to the summary at submittal. Test forms documenting test results shall be complete, signed by the tester, checked and initialed by the Quality Control Manager, and attached to the summary at submittal. Sampling and testing data and calculations that support a test result shall be made available to the Engineer within 48 hours when requested.

The "Asphalt Concrete Inspection and Testing Summary" shall include the following certification signed by the Quality Control Manager:

> It is hereby certified that the information contained in this record is accurate, and that information, tests or calculations documented herein comply with the requirements of the contract and the standards set forth in the testing procedures. Exceptions to this certification are documented as a part of this record.

39-5 ENGINEER QUALITY ASSURANCE

39-5.01 GENERAL

The Engineer will assure conformance to contract specifications by review of the Contractor's mix design proposal, by inspection of the Contractor's procedures, by oversight of the Contractor's quality control inspection and records, by splitting and testing samples with the Contractor during evaluation of the plant production start-up and the nuclear density test strip, and by independent verification sampling and testing of the asphalt concrete and aggregates during asphalt concrete production.

The Contractor may witness assurance sampling and testing. However, the Engineer will not be required to notify the Contractor of anticipated sampling schedules or locations and will not delay sampling or testing if the Contractor is unable to attend. The Contractor shall not use samples taken for assurance testing for testing and submittal as a quality control test result.

The Engineer will provide the Contractor with copies of the assurance test results not more than 2 business days after receipt of the results. Sampling and testing data and calculations that support a test result shall be made available to the Contractor within 2 business days when requested.

The Engineer may test the asphalt, aggregates or asphalt concrete mixture to determine conformance with the provisions in this Section 11-1 whenever an asphalt concrete mixture or ingredient appears defective or inconsistent or whenever a test result indicates a change in the characteristics of the asphalt concrete mixture or an ingredient. Asphalt, aggregates or asphalt concrete that does not conform to this Section 11-1 will be rejected in conformance with the provisions in Section 39-11, "Acceptance of Work," of this Section 11-1.

The Contractor, when directed by the Engineer, shall obtain representative samples of the asphalt concrete mixture or ingredients that appear defective or inconsistent. The samples shall be split into 4 portions. The Contractor shall retain 1 portion for testing if the Contractor chooses and 3 portions shall be delivered to the Engineer. The asphalt concrete or ingredient need not be sampled if the Contractor elects to remove and replace the asphalt concrete or if the Contractor uses a method of correcting the situation that has been approved by the Engineer. Test results from these additional samples shall not be included in the calculation of Quality Factor and compensation adjustment.

39-5.02 SAMPLING AND TESTING FOR VERIFICATION

Independent of the Contractor's quality control testing, the Engineer will obtain random samples of the aggregate and asphalt concrete mixture and test for in-place density.

Samples of aggregates and asphalt concrete will be obtained during asphalt concrete production and placement, and will be split into at least 4 portions. One of the split portions will be tested by the Engineer and used to verify quality control test results, one portion will be provided to the Contractor, and 2 portions will be reserved and stored for testing in conformance with the provisions in Section 39-6, "Dispute Resolution," of this Section 11-1.

The Engineer will test for material quality characteristics specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. Verification tests will be at a frequency of not less than 10 percent of the minimum quality control sampling and testing frequency and will be performed in conformance with the test methods specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. Verification tests will be performed using the same test methods used for quality control testing.

During production start-up evaluation, the Engineer will witness the sampling of asphalt concrete and aggregates and will perform tests on the materials in conformance with the provisions in Section 39-10.02A, "Production Start-Up Evaluation," of this Section 11-1.

39-5.03 VERIFICATION

The Engineer will determine the acceptability of the quality control test results by using the *t*-test for sample means to test whether or not the means of the quality control test results and verification test results are within an allowable testing difference. Quality control test results and verification test results for each indexed quality characteristic will be used in the verification process.

The *t*-value of the group of test data to be verified is computed as follows:

$$t = \frac{\left|\overline{X}_c - \overline{X}_v\right|}{S_p\sqrt{\frac{1}{n_c} + \frac{1}{n_v}}} \qquad \text{and} \qquad S_p^2 = \frac{S_c^2(n_c - 1) + S_v^2(n_v - 1)}{n_c + n_v - 2}$$

Where:

n_c	=	Number of Contractor's quality control tests (minimum of 2 required)
n_v	=	Number of Verification tests (minimum of 1 required)
$\overline{X}_c$	=	Mean of the Contractor's quality control tests
$\overline{X}_v$	=	Mean of the Verification tests
S_p	=	Pooled standard deviation (When $n_v = 1$, $S_p = S_c$)
S_c	=	Standard deviation of the Contractor's quality control tests
S_v	=	Standard deviation of the Verification tests (when $n_v > 1$)

The comparison of quality control test results and verification test results will be considered at a level of significance, $\alpha = 0.01$. Compute *t* using the equation above and compare to the critical *t*-value, t_{crit} , from the following table:

Table 39-5 CRITICAL t-VALUE FOR VERIFICATION OF QUALITY CONTROL TESTING

degrees of freedom (nc+nv-2)	t_{crit} (for $\alpha = 0.01$)	degrees of freedom (nc+nv-2)	t_{crit} (for $\alpha = 0.01$)
1	63.657	18	2.878
2	9.925	19	2.861
3	5.841	20	2.845
4	4.604	21	2.831
5	4.032	22	2.819
6	3.707	23	2.807
7	3.499	24	2.797
8	3.355	25	2.787
9	3.250	26	2.779
10	3.169	27	2.771
11	3.106	28	2.763
12	3.055	29	2.756
13	3.012	30	2.750
14	2.977	40	2.704
15	2.947	60	2.660
16	2.921	120	2.617
17	2.898	∞	2.576

Quality control test results are verified if the *t*-value computed is less than or equal to t_{crit} ($t \le t_{crit}$). If the quality control test results of any asphalt quality characteristics are not verified by the *t*-value comparison, then the difference between the means of the quality control test results and verification test results will be compared with an allowable testing difference. Quality control test results are not verified if the difference between the means exceeds the allowable testing difference. The allowable testing difference in means attributable to normal test variation shall be determined as follows:

$$d_{\bar{x}} = 2S_r\left[\frac{1}{n_c} + \frac{1}{n_v}\right]^{1/2}$$

Where:

d_x = Allowable difference between means
S_r = Precision Index for the test method from Table 39-6
n_c = Number of Contractor's quality control tests (minimum of 2 required)
n_v = Number of Verification tests (minimum of one required)

Table 39-6 PRECISION INDEX

Quality	California Test	Precision Index
Sand Equivalent (min.)	217	8
Hveem Stabilometer Value (min.)	366	6.6
Percent Air Voids[1]	367	1.6
Asphalt Content	379 382	0.23% 0.18%
Gradation 19-mm or 12.5-mm 9.5-mm 4.75-mm 2.36-mm 600-µm 75-µm	202	 0.9% 2.4% 2.0% 1.4% 1.1% 0.7%
Percent of Theoretical Maximum Density	375	0.88%
Theoretical Maximum Density	309	0.03 g/cc

1. Air voids will be tested only during production start-up evaluation.

If quality control test results of any asphalt quality characteristics are not verified, the Contractor will be notified of the difference. The Engineer will sample asphalt concrete production at a more frequent interval. Resolution of the problem shall be in conformance with the provisions in Section 39-6, "Dispute Resolution," of this Section 11-1.

39-6 DISPUTE RESOLUTION

39-6.01 GENERAL

The Contractor and the Engineer shall work together to avoid potential conflicts and to resolve differences that may arise from a disagreement regarding test result comparisons.

Should the results of the testing fail to meet the criteria of the stage at which the disagreement arose, production shall be suspended or continued conditionally in conformance with the provisions in Section 39-6.03, "During Production," of this Section 11-1. If suspended, production shall not start or resume nor shall asphalt concrete be accepted until the differences have been resolved and the Engineer is assured that the asphalt concrete conforms to this Section 11-1.

When the Engineer and the Contractor, together or separately, are unable to determine the source of error, an Independent Third Party shall act as witness and referee.

In disagreements, if the Engineer's testing process meets the requirements of this Section 11-1, costs related to the review shall be borne by the Contractor. The Contractor's sampling and testing program shall be modified as necessary. New test results shall be submitted to the Engineer. Test results judged to be in error shall be removed from consideration and the new test results shall be substituted. If split samples are not available and retesting is not possible, that portion of the asphalt concrete produced or placed before and during the disagreement will be evaluated based on the results of the Engineer's verification test results.

In disagreements, if the Engineer's testing process fails to meet the requirements of this Section 11-1, costs related to the review shall be borne by the State. The Engineer's sampling and testing program will be modified as necessary. Test results judged to be in error shall be removed from consideration and the new test results shall be substituted. Contractor's retesting due to errors in the Engineer's testing will be paid for as extra work as provided in Section 4-1.03D of the Standard

Specifications. If, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of delays or errors in the Engineer's testing, the delay will be considered a right of way delay as provided in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

In disagreements, if both the Contractor's and the Engineer's testing processes have failed to meet the requirements of this Section 11-1 or if the cause cannot be determined, each party will bear the costs related to their own review. When appropriate, the Contractor's and the Engineer's sampling and testing programs shall be modified as necessary, split samples of the Contractor's quality control samples or the Engineer's verification samples shall be retested, and the new quality control test results shall be submitted to the Engineer. Test results judged to be in error shall be removed from consideration and the new test results shall be substituted. If split samples of aggregates or asphalt concrete mixture from the Contractor's testing are not available where retesting is required, that portion of the asphalt concrete produced or placed before and during the disagreement will be evaluated based on the results of the Engineer's verification test results.

39-6.02 DURING THE PRODUCTION START-UP EVALUATION

If a dispute occurs during production start-up, the Contractor and Engineer shall review their sampling, testing, and test results. If the Contractor's and the Engineer's review do not resolve the differences, the Contractor's and the Engineer's testing processes shall be witnessed by the Independent Third Party using the 2 remaining portions of the split samples. If necessary, a 500-tonne quantity of asphalt concrete shall be placed at a location agreed to by the Engineer to provide asphalt concrete and ingredients for sampling and testing for the Independent Third Party review.

If an error in the Contractor's testing is detected by the Independent Third Party, the Contractor shall take corrective action and, as appropriate, recalculate or retest the split portion of the trial quantity of asphalt concrete in question. The new test results shall be submitted to the Engineer. If an error in the Engineer's testing is detected by the Independent Third Party, the Engineer will take corrective action and, as appropriate, recalculate or retest the split portion of the first trial quantity.

Production shall not start nor shall asphalt concrete be accepted until the differences have been resolved and the test results meet the provisions in Section 39-10.02, "Production Start-Up Evaluation and Nuclear Density Test Strips," of this Section 11-1.

39-6.03 DURING PRODUCTION

When it is determined that the quality control test results could not be verified, both parties will review their sampling, testing, and test results, and shall share their findings. Testers and laboratories will be made available for witnessing. Calculations and results will be made available for review.

If an error in the quality control sampling or testing is detected during the Contractor's or the Engineer's review, the Contractor shall either recalculate or, if appropriate, retest using the reserved split portions of the quality control samples. These new test results shall be submitted to the Engineer. If an error in the verification sampling or testing is detected, the Engineer will recalculate or, if appropriate, retest using a reserved split portion of the verification samples. Using the new test results, the Engineer will verify the quality control test results in conformance with the provisions in Section 39-5.03, "Verification," of this Section 11-1.

If the verification test results do not verify the quality control test results 3 consecutive times, production and placement of asphalt concrete will be suspended and both the Contractor's and the Engineer's testers shall be witnessed by the Independent Third Party while sampling, splitting, and testing samples from the production unit or from the mat. During the review by the Independent Third Party, the Contractor may continue the production and placement if both means of quality control test results and verification test results conform to the specification limits in Table 39-9, "Minimum Quality Control Requirements," for any quality characteristic. If suspended, the Contractor may produce and place up to 500 tonnes of asphalt concrete to provide materials and sampling opportunities. Production and placement of asphalt concrete will be suspended until the Independent Third Party has completed the review of the Contractor's and the Engineer's sampling and testing and has resolved the differences.

If an error in the Contractor's testing is detected by the Independent Third Party, the Contractor shall take corrective action and, as appropriate, recalculate or retest the split portion of the quality control samples. The new test results shall be submitted to the Engineer. If an error in the Engineer's testing is detected by the Independent Third Party, the Engineer will take corrective action and, as appropriate, recalculate or retest a split portion of the verification samples. When the error has been detected and corrected, production shall resume and the services of the Independent Third Party will be discontinued.

If a problem is not identified during the Independent Third Party review, the Independent Third Party shall be retained for the duration of the project or until a problem has been identified. Until all asphalt concrete has been produced and placed, the Contractor shall sample and split quality control samples in the presence of the Independent Third Party. One portion of each sample shall be tested by the Contractor in conformance with the intervals specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1 and the other portion shall be delivered to the Engineer by the Independent Third Party. The Engineer will test at least one of every 5 of the split samples for verification purposes. A new lot will be designated for asphalt concrete produced since the Independent Third Party was consulted. The pay factor for this lot will be determined in conformance with the provisions in Section 39-11.02, "Statistical Evaluation, Determination of Quality Factor

and Compensation Adjustment," of this Section 11-1 with the exception that both the Contractor's quality control test results and the Engineer's verification test results will be combined and will be the basis for acceptance of that portion of the work. The quality factor for the lot of asphalt concrete which brought about the dispute resolution shall be determined in conformance with the provisions in Section 39-11.02, "Statistical Evaluation, Determination of Quality Factor and Compensation Adjustment," of this Section 11-1 with the exception that both the Contractor's quality control test results and the Engineer's verification test results will be combined and will be the basis for acceptance of that portion of the work.

39-7 STORING, PROPORTIONING AND MIXING MATERIALS

39-7.01 STORAGE

The Contractor shall store the aggregate for asphalt concrete so that separately sized aggregates will not be intermingled and shall store asphalt binder so that different grades of asphalt will not be intermingled. Aggregate that has been intermingled with aggregate of another size shall be removed by the Contractor and replaced with aggregate of specified grading.

When the Contractor adds supplemental fine aggregate, each supplemental fine aggregate used shall be stored separately and kept thoroughly dry.

The measurement and storage provisions of this section shall not apply to the dust collected in skimmers and expansion chambers (knock-out boxes) or to the dust collected in centrifugal (cyclone) collectors. Dust from these collectors may be returned to the aggregate without being measured or stored separately, provided the dust is returned uniformly at a point in advance of the sampling device in batch-mixing plants or is returned at or before mixing in continuous mixing plants.

Aggregate and asphalt binder shall be stored in conformance with the following requirements.

39-7.01A AGGREGATE COLD STORAGE

Material shall be fed from storage with a mechanical feeder. Before being fed to the drier, aggregate shall be separated into 3 or more sizes and stored separately.

39-7.01B AGGREGATE HOT STORAGE

Aggregate for asphalt concrete to be mixed in batch mixing plants shall be stored, after being dried, in conformance with the following requirements:

A. Aggregates for asphalt concrete shall be separated into 3 or more sizes.
B. After the aggregate is separated, each size shall be stored in a separate bin, and shall be recombined in conformance with the provisions in Section 39-7.03A, "Proportioning for Batch Mixing," of this Section 11-1 in order to conform to the gradings specified in Section 39-2, "Materials," of this Section 11-1. Storage bins shall be provided with chutes to prevent overflow into adjacent bins.

39-7.01C ASPHALT BINDER STORAGE

Asphalt to be used as a binder for asphalt concrete shall be stored in heated tanks.

A suitable sampling device shall be provided in asphalt feed lines connecting plant storage tanks to the asphalt weighing system or spray bar. The sampling device shall consist of a valve with a nominal diameter between 10 mm and 20 mm, constructed in such a manner that a one-quart sample may be slowly withdrawn during plant operations. The valve shall be maintained in good condition and, if the valve fails to function properly, the valve shall be replaced. The sampling device shall be readily accessible and in an area free of dangerous obstructions and shall be between 600 mm and 750 mm above the platform. A drainage receptacle shall be provided for flushing the device before sampling.

The discharge end of the asphalt binder circulating pipe shall be maintained below the surface of the asphalt binder in the storage tank to prevent discharging hot asphalt binder into open air.

A temperature sensing device shall be installed in the asphalt feed line. The device shall measure the temperature of the asphalt and shall be accurate to 5˚C increments. An automatic, continuous recording device shall be provided and used to maintain accurate records of the asphalt temperature during production. Where the plant controller has the capability of capturing production data electronically, including ingredient temperatures, and when this data represents the temperature at the time of production and is captured at intervals of not greater than 5 minutes, this process will be considered to be continuous recording. Captured data shall be retained for the duration of the contract and shall be submitted to the Engineer on request.

39-7.02 DRYING

Aggregate shall be fed directly to a drier-drum mixer or to a drier at a uniform rate.

Aggregate shall be dried such that, at the time of spreading, the moisture content of the completed asphalt concrete mixture shall not exceed one percent and the minimum and maximum asphalt concrete mixture temperatures are not exceeded. Moisture content will be determined in conformity with the requirements of California Test 370.

The drier or drier-drum mixer shall be provided with a device that senses the temperature of the material leaving the drier or the drier-drum mixer. The temperature-sensing device shall be accurate to the nearest 5˚C. The indicator shall be located and maintained at the point where the proportioning operations are controlled. An automatic continuous recording device shall be provided and used to maintain accurate records of the temperatures during production. Where the plant controller has the capability of capturing production data electronically, including ingredient temperatures, and when this data represents the temperature at the time of production and is captured at intervals of not greater than 5 minutes, this process will be considered to be continuous recording. Captured data shall be retained for the duration of the contract and shall be submitted to the Engineer on request.

The burner used for heating the aggregate shall achieve complete combustion of the fuel.

39-7.03 PROPORTIONING

Proportioning shall be either by hot-feed control or cold-feed control. Hot-feed control and cold-feed control indicate the location of the measuring devices or controls.

The Contractor's mixing equipment shall be equipped with a suitable, safe sampling device that will provide a sample, representative of actual production, of the aggregate being incorporated into the asphalt concrete. The delivery point of samples shall be safe and convenient. When samples are taken from a location above ground level, a means shall be provided for lowering the aggregate samples to the ground.

39-7.03A PROPORTIONING FOR BATCH MIXING

When the Contractor elects to use batch mixing equipment, each aggregate hot storage bin shall be equipped with a sampling device that will provide a sample of the aggregate discharged into the weigh hopper.

Fine material collected in dust control systems, other than centrifugal collectors or knock-out boxes, shall be considered to be supplemental fine aggregate. When supplemental fine aggregate is used, it shall be proportioned by mass.

A sampling device for supplemental fine aggregate shall be installed in each feed line or surge tank preceding the weigh hopper.

39-7.03A(1) Batching Tolerances

Aggregate and asphalt shall be proportioned by mass as follows:

A. The zero tolerance for aggregate scales shall be 0.5-percent of the total batch mass of the aggregate. The zero tolerance for separate scales for weighing supplemental fine aggregate or asphalt binder shall be 0.05-percent of the total batch mass of the aggregate.
B. Unless otherwise approved by the Engineer, the indicated mass of material drawn from storage shall not vary from the preselected scale setting as defined by target values of the approved mix design by more than the following percentages of the total batch mass of the aggregate:

    1. Aggregate shall be within one percent, except that when supplemental fine aggregate is used and is weighed cumulatively with the aggregate, the draft of aggregate drawn immediately before the supplemental fine aggregate shall be within 0.5-percent.
    2. Supplemental fine aggregate shall be within 0.5-percent.

Adjustments to control settings at the plant to achieve the target asphalt content in the field is allowed and shall not be considered as a change in the asphalt concrete mixture. The asphalt binder shall be measured by a tank scale.

39-7.03A(2) Automatic Controls

Batch proportioning shall be by an automatic plant controller. The proportioning devices shall be automatic to the extent that the only manual operation required for proportioning materials for one batch shall be a single operation of a switch or starter.

Proportioning devices shall be of a type in which materials discharged from the several bins are controlled by gates or by mechanical conveyors. The batching devices shall be so interlocked that no new batch may be started until weigh hoppers are empty, the scales are at zero, and the discharge gates are closed. The means of withdrawal from the bins and of discharge from the weigh box shall be interlocked so that not more than one bin can discharge onto a given scale at one time, and so that the weigh box cannot be tripped until the required quantity from each of the bins has been deposited therein. In addition, automatic proportioning devices shall be interlocked so that the weighing cycle will be interrupted whenever the amount of material drawn from storage varies from the pre-selected amount by more than the tolerances specified in this Section 11-1.

Whenever the weighing cycle is interrupted, that specific batch shall not be used in the work unless it can be manually adjusted to meet the specified tolerances based on the total mass of the batch. When partial batches are batched, the interlock tolerances, except the zero tolerance, shall apply to the total mass of aggregate in the partial batch.

Proportioning devices shall be operated so that all mass increments required for a batch are preset at the same time. Controls shall be designed so that these settings may be changed without delay and the order of discharge from the several bins can be changed.

Proportioning controls shall be equipped with the means for inspection of the interlock tolerance settings. Instructions for performing the inspection shall be available at the point of operation.

The necessary means shall be provided to check the mass of various proportioned amounts on a separate vehicle scale located at the plant site.

39-7.03B PROPORTIONING FOR CONTINUOUS MIXING

Asphalt binder shall be introduced into the mixer through a meter conforming to the provisions in Section 9-1.01, "Measurement of Quantities," of the Standard Specifications. The asphalt meter shall automatically compensate for changes in the asphalt temperature, unless the meter is the mass flow, coriolis effect, type. The system shall be capable of varying the rate of delivery of binder proportionate with the delivery of aggregate. During a day's run, the temperature of asphalt binder shall not vary more than 30˚C. The meter and lines shall be heated and insulated. The binder storage shall be equipped with a device for automatic plant cut-off when the level of binder is lowered sufficiently to expose the pump suction line.

When supplemental fine aggregate is used, it shall be proportioned by a method that uniformly feeds the material within 2 percent of the required amount. Supplemental fine aggregate shall be discharged from the proportioning device directly into the mixer.

The supplemental fine aggregate proportioning system shall function with a degree of accuracy such that, when operated between 30 percent and 100 percent of maximum operating capacity, the average difference between the indicated mass of material delivered and the actual mass delivered shall not exceed one percent of the actual mass for three individual 15-minute runs. For the 3 individual 15-minute runs, the indicated mass of material delivered shall not vary from the actual mass delivered by more than 2 percent of the actual mass.

The fine material collected in dust control systems may be returned to the aggregate production stream without proportioning if returned at a rate commensurate with overall plant production, and if returned at or before the mixer. A return rate of less than 100 percent of the collection rate shall be metered as specified above for supplemental fine aggregate.

The asphalt feeder, each of the aggregate feeders, the supplemental fine aggregate feeder, if used, and the combined aggregate feeder shall be equipped with devices by which the rate of feed can be determined while the plant is in full operation.

The combined aggregate shall be weighed using a belt scale. The belt scale shall be of such accuracy that, when the plant is operating between 30 percent and 100 percent of belt capacity, the average difference between the indicated mass of material delivered and the actual mass delivered shall not exceed one percent of the actual mass for three individual 3-minute runs. For the 3 individual 3-minute runs, the indicated mass of material delivered shall not vary from the actual mass delivered by more than 2 percent of the actual mass. Asphalt Meters used for proportioning at the continuous mixing asphalt concrete plants shall be accurate to within 0.5-percent of the test load for an average of three test runs provided no individual error exceeds one percent.

The actual mass of material delivered for proportioning device calibrations shall be determined by a vehicle scale located at the plant site conforming to the provisions in Section 9-1.01, "Measurement of Quantities," of the Standard Specifications. The vehicle scale shall be error checked within 24 hours of checking the plant's proportioning devices. The plant shall be equipped so that this accuracy check can be made before the first production operation for a project and at other times when requested by the Engineer.

The belt scale for the combined aggregate, the proportioning devices for supplemental fine aggregate, if used, and the asphalt proportioning meter shall be interlocked so that the rates of feed of the aggregates and asphalt will be adjusted automatically (at all production rates and production rate changes) to maintain the asphalt ratio (kilograms of asphalt per 100 kg of dry aggregate including supplemental fine aggregate, if used) designated in the mix design in conformance with the provisions in Section 39-2.03, "Asphalt Concrete Mixture," of this Section 11-1. The plant shall not be operated unless this automatic system is functioning and in good working condition.

Asphalt meters and aggregate belt scales used for proportioning aggregates and asphalt shall be equipped with rate-of-flow indicators to show the rates of delivery of asphalt and aggregate. Meters and scales shall be equipped with resettable totalizers so that the total amounts of asphalt and aggregate introduced into the asphalt concrete mixture can be determined. Rate-of-flow indicators and totalizers for like materials shall be accurate within one percent when compared directly. The asphalt cement totalizer shall not register when the asphalt metering system is not delivering material to the mixer.

The bin or bins containing the fine aggregate and supplemental fine aggregate, if used, shall be equipped with vibrating units or other equipment that will prevent hang-up of material while the plant is operating. Each belt feeder shall be equipped with a device to monitor the depth of aggregate between the troughing rollers. The device for monitoring depth of aggregate

shall automatically shut down the plant whenever the depth of aggregate is less than 70 percent of the target depth. To avoid erroneous shut down by normal fluctuations, a delay between sensing less than 70 percent flow and shutdown of the plant will be permitted, as determined by the Engineer, at the time of the initial California Test 109. A second device shall be located either in the stream of aggregate beyond the belt or where it will monitor movement of the belt by detecting revolutions of the tail pulley on the belt feeder. The device for monitoring no-flow or belt movement, as the case may be, shall stop the plant automatically and immediately when there is no flow. The plant shall not be operated unless both low-flow and no-flow monitoring devices are in good working condition and functioning properly.

For continuous pugmill mixing plants, an aggregate sampling device that will provide a 25-kg to 40-kg sample of the combined aggregate while the plant is in full operation shall be provided in advance of the point where the aggregate enters the mixer.

For drier-drum mixing plants, an aggregate sampling device that will provide a 25-kg to 40-kg sample of the combined aggregate while the plant is in full operation shall be provided in advance of the point where the aggregate enters the drier-drum mixer.

When supplemental fine aggregate is used, a sampling device shall be installed in each feed line or surge tank preceding the proportioning device for the supplemental fine aggregate.

39-7.04 (BLANK)

39-7.05 MIXING

Aggregate, supplemental fine aggregate, and asphalt binder shall be mixed in a batch mixer, continuous mixing pugmill mixer, or continuous mixing drier-drum. The charge in a batch mixer, or the rate of feed to a continuous mixer, shall not exceed that which will permit complete mixing of the material. Dead areas in the mixer, in which the material does not move or is not sufficiently agitated, shall be corrected by a reduction in the volume of material or by other adjustments.

Asphalt binder shall be at a temperature of not less than 120°C nor more than 190°C when added to the aggregate.

The temperature of the aggregate before adding the binder shall not be more than 165°C.

39-7.05A BATCH MIXING

When asphalt concrete is produced by batch mixing, the mixer shall be equipped with a sufficient number of paddles of a type and arrangement so as to produce a properly mixed batch.

The binder shall be introduced uniformly into the mixer along the center of the mixer parallel to the mixer shafts, or by pressure spraying. When a pan is used, it shall be equipped with movable vanes in order that the flow of binder may be directed across the width of the pan, as desired. The vanes shall be equipped with a means for quick adjustment, and a positive lock to prevent shifting.

The mixer platform shall be of ample size to provide safe and convenient access to the mixer and other equipment. The mixer housing and weigh-box housing shall be equipped with gates of ample size to permit ready sampling of the discharge of aggregate from each of the plant bins and from each feed line or surge tank of supplemental fine aggregate, if used. The Contractor shall provide a sampling device capable of delivering a representative sample of sufficient size to permit the required tests.

The mixer shall be equipped with a timing device that will indicate by a definite audible or visual signal the expiration of the mixing period. The device shall measure the time of mixing within 2 seconds.

The time of mixing a batch shall begin on the charging stroke of the weighhopper dumping mechanism and shall end when discharge is started. Mixing shall continue until a homogeneous asphalt concrete mixture of uniformly distributed and properly coated aggregates of unchanging appearance is produced. The time of mixing shall be not less than 30 seconds.

An interval timer shall control the time of mixing. The interval timer shall be interlocked so that the mixer cannot be discharged until the materials have been mixed for the full amount of time specified.

39-7.05B CONTINUOUS MIXING

Continuous mixing plants shall utilize pugmill or drier-drum mixers.

When asphalt concrete is produced by pugmill mixing, the mixer shall be equipped with paddles of a type and arrangement to provide sufficient mixing action and movement to the asphalt concrete mixture to produce properly mixed asphalt concrete. The combined aggregate shall be fed directly from the drier to the mixer at a uniform and controlled rate.

Mixing shall continue until a homogeneous asphalt concrete mixture of thoroughly and uniformly coated aggregates of unchanging appearance is produced at the discharge point from the mixer.

The temperature of the completed asphalt concrete mixture shall not exceed 165°C upon discharge from the mixer.

The mixer shall discharge into a storage silo with a capacity of not less than that specified in Section 39-7.06, "Asphalt Concrete Storage," of this Section 11-1. The Contractor shall provide a means of diverting the flow of asphalt concrete away from the silo to prevent incompletely mixed portions of the asphalt concrete mixture from entering the silo.

39-7.06 ASPHALT CONCRETE STORAGE

When asphalt concrete is stored, it shall be stored only in silos. Asphalt concrete shall not be stockpiled. The minimum quantity of asphalt concrete in a silo during mixing shall be 18 tonnes except for the period immediately following a shutdown of the plant of 2 hours or more. A means shall be provided to indicate that storage in each silo is being maintained as required.

Storage silos shall be equipped with a surge-batcher sized to hold a minimum of 1800 kg of material. A surge-batcher consists of equipment placed at the top of the storage silo that catches the continuous delivery of the completed asphalt concrete mix and changes it to individual batch delivery to prevent the segregation of product ingredients as the completed asphalt concrete mix is placed into storage. The surge-batcher shall be center loading and shall be constructed to prevent material buildup. Rotary chutes shall not be used as surge-batchers.

The surge-batcher shall be independent and distinct from conveyors or chutes used to collect or direct the completed asphalt concrete mixture being discharged into storage silos and shall be the last device to handle the material before it enters the silo. Multiple storage silos shall be served by an individual surge-batcher for each silo. Material handling shall be free of oblique movement between the highest elevation (conveyor outfall) and subsequent placement in the silo. Discharge gates on surge-batchers shall be automatic in operation and shall discharge only after a minimum of 1800 kg of material has been collected and shall close before the last collected material leaves the device. Discharge gate design shall prevent the deflection of material during the opening and closing operation.

Asphalt concrete stored in excess of 18 hours shall not be used in the work. Asphalt concrete mixture containing hardened lumps shall not be used. A storage facility that contained the material with the hardened lumps shall not be used for further storage until the cause of the lumps is corrected.

39-7.07 ASPHALT CONCRETE PLANTS

Plants, including commercial plants, that produce asphalt concrete subject to these specifications shall conform to the provisions in Section 7-1.01F, "Air Pollution Control," of the Standard Specifications, and shall be equipped with a wet-tube dust washer or equal and other devices that will reduce the dust emission to the degree that adjacent property is not damaged. The washer and other equipment shall function efficiently when the plant is in operation.

During production, petroleum products such as diesel fuel and kerosene shall not be used as a release agent on belts, conveyors, hoppers, or hauling equipment.

Plants shall be equipped with an inspection dock constructed so that a quality control technician or inspector standing on the dock can inspect the completed asphalt concrete mixture and take samples, as necessary, from the hauling vehicle before the vehicle leaves the plant site. This inspection dock shall allow the hauling vehicle to pull alongside and shall meet applicable safety requirements of the California Division of Occupational Safety and Health. Haul vehicle drivers shall be instructed to stop at the dock whenever a quality control technician or inspector is on the dock and to remain there until directed to leave by that individual.

39-8 SUBGRADE, PRIME COAT, PAINT BINDER (TACK COAT), PAVEMENT REINFORCING FABRIC, AND RECLAIMED ASPHALT PAVEMENT

39-8.01 SUBGRADE

Immediately before applying prime coat or paint binder (tack coat), or immediately before placing the asphalt concrete when a prime coat or paint binder (tack coat) is not required, the subgrade to receive asphalt concrete shall conform to the compaction requirement and elevation tolerances specified for the material involved and shall be free of loose or extraneous material. If the asphalt concrete is to be placed on an existing base or pavement that was not constructed as part of the contract, the surface shall be cleaned by sweeping, flushing or other means to remove loose particles of paving, dirt, and other extraneous material immediately before applying the prime coat or paint binder (tack coat).

39-8.02 PRIME COAT AND PAINT BINDER (TACK COAT)

A prime coat of liquid asphalt shall be applied to the areas to be surfaced when there is a contract item for the work or when the work is required in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

Prime coat shall be applied only to those areas designated by the Engineer.

Prime coat shall be applied at the approximate total rate of 1.15 L per square meter of surface covered. The exact rate and number of applications will be determined by the Engineer.

Prime coat shall be applied at a temperature conforming to the range of temperatures specified in Section 93-1.03, "Mixing and Applying," of the Standard Specifications for distributor application of the grade of liquid asphalt being used.

A tack coat of asphaltic emulsion shall be furnished and applied in conformance with the provisions in Section 94, "Asphaltic Emulsions," of the Standard Specifications. Paint binder (tack coat) shall be applied to vertical surfaces of existing pavement, curbs, gutters, and construction joints against which asphalt concrete is to be placed in conformance with the provisions in Section 39, "Asphalt Concrete," in Section 10-1, "General," of these special provisions.

Paint binder (tack coat) shall be applied in one application at a rate between 0.10-L to 0.45-L per square meter of surface covered. The exact rate of application will be determined by the Engineer.

At the Contractor's option, paving asphalt may be used for paint binder (tack coat) instead of asphaltic emulsion. If paving asphalt is used, the grade and application rate will be determined by the Engineer. Paving asphalt shall be applied at a temperature of not less than 140°C or more than 175°C.

Prime coat or paint binder (tack coat) shall be applied in advance of placing the surfacing only as far as shall be approved by the Engineer. When asphaltic emulsion is used as paint binder (tack coat), asphalt concrete shall not be placed until the applied asphaltic emulsion has cured.

Immediately in advance of placing asphalt concrete, additional prime coat or paint binder (tack coat) shall be applied as directed by the Engineer to areas where the prime coat or paint binder (tack coat) has been damaged. Loose or extraneous material shall be removed and no additional compensation will be allowed therefore.

39-8.03 PAVEMENT REINFORCING FABRIC

Pavement reinforcing fabric shall be placed on existing pavement to be surfaced or between layers of asphalt concrete when such work is shown on the plans, or specified in "Asphalt Concrete" in Section 10-1 of these special provisions, or ordered by the Engineer.

Immediately before placing binder, pavement reinforcing fabric, and asphalt concrete surfacing, the pavement shall be cleaned of loose and extraneous materials such as, but not limited to, vegetation, sand, dirt, gravel and water.

Before placing the pavement reinforcing fabric, a binder of paving asphalt shall be applied uniformly to the surface to receive the pavement reinforcing fabric at a rate of not less than 1.15 L per square meter of surface covered. At the Contractor's option, the paving asphalt shall be Grade PG 64-10, PG 64-16, PG 64-28, or PG 70-10 conforming to the provisions in Section 92, "Asphalts," of the Standard Specifications. Pavement reinforcing fabric shall not be placed in areas of conform tapers when the thickness of the overlying asphalt concrete will be 40 mm or less. When pavement reinforcing fabric is placed in areas of conform tapers the binder shall be spread at the approximate rate of 1.4 L/m^2 of surface covered. The exact rate will be determined by the Engineer. The binder shall be applied to a width equal to the width of the fabric mat plus 75 mm on each side.

Asphaltic emulsion shall not be substituted for paving asphalt binder for pavement reinforcing fabric.

Before applying binder, large cracks, spalls, and depressions in existing pavement shall be repaired as directed by the Engineer and, if not included in the item, the repair work will be paid for as extra work in conformance with the provisions in Section 4-1.03D of the Standard Specifications.

The pavement reinforcing fabric shall be aligned and placed with no wrinkles that lap. The test for lapping shall be made by gathering together the pavement reinforcing fabric in a wrinkle. If the height of the doubled portion of extra fabric is 15 mm or more, the fabric shall be cut to remove the wrinkle, then lapped in the direction of paving. Lap in excess of 50 mm shall be removed.

If manual laydown methods are used, the pavement reinforcing fabric shall be unrolled, aligned, and placed in increments of approximately 9 m.

Adjacent borders of the pavement reinforcing fabric shall be lapped 50 mm to 100 mm. The preceding roll shall be lapped 50 mm to 100 mm over the following roll in the direction of paving at ends of rolls or at a break. At pavement reinforcing fabric overlays, both the binder and the fabric shall overlap previously placed fabric by the same amount.

Seating of the pavement reinforcing fabric with rolling equipment after placing will be permitted. Turning of the paving machine and other vehicles shall be gradual and kept to a minimum to avoid damage to the fabric.

A small quantity of asphalt concrete, to be determined by the Engineer, may be spread over the pavement reinforcing fabric immediately in advance of placing asphalt concrete surfacing in order to prevent fabric from being damaged by construction equipment.

Pavement reinforcing fabric shall not be exposed to public traffic, Contractor's equipment or elements that will damage the fabric before placement of asphalt concrete surfacing, as determined by the Engineer. Public access cross traffic may be allowed to cross the fabric under traffic control after the Contractor has placed a small quantity of asphalt concrete over the fabric.

Care shall be taken to avoid tracking binder material onto the pavement reinforcing fabric or distorting the fabric during seating of the fabric with rolling equipment. If necessary to protect the pavement reinforcing fabric, exposed binder material may be covered lightly with sand.

39-8.04 RECLAIMED ASPHALT PAVEMENT

The Contractor may produce asphalt concrete using reclaimed asphalt pavement (RAP). Asphalt concrete produced using RAP shall conform to the provisions for asphalt concrete in this Section 11-1 and these special provisions. The Contractor may substitute RAP for a portion of the virgin aggregate in asphalt concrete in an amount not exceeding 15 percent of the asphalt concrete dry aggregate mass.

Virgin aggregate shall conform to the provisions for aggregates in this Section 11-1.

RAP shall be processed from asphalt concrete removed from pavement surfaces. RAP shall be stored in stockpiles on smooth surfaces free of debris and organic material. RAP stockpiles shall consist only of homogeneous RAP. The Contractor may process and stockpile RAP throughout the project's life. Processing and stockpiling operations shall prevent material contamination and segregation.

The Contractor shall determine the amount of asphalt binder to be mixed with the combined virgin aggregate and RAP in conformance with the requirements in California Test 367 amended by Lab Procedure-9 (LP-9), "Hot Mix Asphalt (HMA) Using Up To 15% Reclaimed Asphalt Pavement (RAP)." LP-9 is available at:

http://www.dot.ca.gov/hq/esc/Translab/fpmlab.htm

At least 21 days before starting production of asphalt concrete using RAP, the Contractor shall submit a proposed asphalt concrete mix design in writing to the Engineer. The mix design submittal shall consist of the following:

A. RAP:

1. Processed stockpile locations.
2. LP-9 test results.
3. Correlation factor for aggregate gradations from California Test 382 and LP-9.
4. Three 32-kg samples of processed RAP representing the material to be used. The three samples shall be split from the sample the Contractor uses to determine the mix design. The Contractor shall obtain and split the samples in conformance with the requirements in California Test 125 and LP-9.
5. The substitution rate for virgin aggregate and percent RAP.

B. Virgin aggregate and supplemental fine aggregate blend:

1. Target values for each sieve size.
2. Aggregate quality tests results.
3. Each aggregate source to be used including producer, location, and California Mine Identification number.
4. Percentage of each aggregate stockpile, cold feed, and hot bin to be used.
5. Gradation of each aggregate stockpile, cold feed, and hot bin to be used.

C. Asphalt binder:

1. Source.
2. Material Safety Data Sheets.

D. Antistrip additives, if used:

1. Name of product.
2. Name of manufacturer.
3. Manufacturer's designation and proposed rate.
4. Location and method of addition.
5. Material Safety Data Sheets.

E. Asphalt concrete:

1. A completed mix design that reflects the percent of RAP to be used including the electronic worksheet identified in LP-9.
2. In graphical format, stability and air voids versus asphalt binder percentage of asphalt in conformance with the requirements in CTM 367.

Asphalt concrete production using RAP shall not begin until the Engineer approves the mix design. If the Engineer fails to review the mix design in 21 days, and if, in the opinion of the Engineer, work completion is delayed as a result of the failure to review, the Engineer will adjust payment and contract time in conformance with the requirements in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

If proposing a change in the RAP substitution rate, the Contractor shall notify the Engineer. If the substitution rate changes more than 5 percent by dry aggregate mass in the asphalt concrete mixture, the Contractor shall submit a new mix design.

The aggregate gradation for the asphalt concrete produced with RAP shall be calculated based on the mathematical combination of the virgin aggregate gradation during production and the daily RAP gradation. RAP shall be sampled and gradation shall be determined in conformance with the requirements in LP-9. RAP gradations shall be:

A. Determined daily by the Contractor.
B. Used for the mathematical combination of that day's asphalt concrete production.
C. Reported to the Engineer.

The Contractor shall perform quality control testing of the RAP source each day asphalt concrete using RAP is produced. Daily, the Contractor shall submit to the Engineer:

A. Results for RAP gradation and the asphalt binder content in RAP determined in conformance with the requirements in LP-9. The Contractor shall sample RAP from the weighhopper or pugmill.
B. Mathematical calculation of the gradation of the virgin aggregate and RAP aggregate blend.
C. Correlation factor for RAP burn-off determined in conformance with the requirements in LP-9.

RAP proportioning shall conform to the provisions for aggregate proportioning specified in Section 39-3.03, "Proportioning," of the Standard Specifications and these special provisions. The Contractor's mixing equipment shall have a device that safely provides a sample representative of the virgin aggregate and RAP incorporated into the asphalt concrete. The Contractor shall sample in conformance with the requirements in California Test 125 and LP-9.

The temperature of asphalt concrete using RAP shall not exceed 165°C.

If batch mixing is used, RAP shall be kept separate from the virgin aggregate until both ingredients enter the weighhopper or pugmill. After introduction to the pugmill and before asphalt binder is added, the mixing time for the virgin aggregate and RAP shall not be less than 5 seconds. After asphalt binder is added, the mixing time shall not be less than 30 seconds.

If continuous mixing is used, the RAP shall be protected from direct contact with the burner flame with a device such as a shield, separator, or second drum.

39-9 SPREADING AND COMPACTING EQUIPMENT

39-9.01 SPREADING EQUIPMENT

Asphalt pavers shall be self-propelled mechanical spreading and finishing equipment provided with a screed or strike-off assembly capable of distributing the material to not less than the full width of a traffic lane unless otherwise approved by the Engineer. Screed action shall include cutting, crowding or other practical action that is effective on the asphalt concrete mixture without tearing, shoving or gouging and that produces a surface texture of uniform appearance. The screed shall be adjustable to the required section and thickness. The screed shall be provided with a suitable full width compacting device. Pavers that leave ridges, indentations or other marks in the surface shall not be used unless the ridges, indentations or marks are eliminated by rolling or prevented by adjustment in the operation.

When end dump haul vehicles are used, the asphalt paver shall operate independently of the vehicle being unloaded or shall be capable of propelling the vehicle being unloaded. The load of the haul vehicle shall be limited to that which will insure satisfactory spreading. While being unloaded, the haul vehicle shall be in contact with the machine and the brakes on the haul vehicle shall not be depended upon to maintain contact between the vehicle and the machine.

No portion of the mass of hauling or loading equipment, other than the connection, shall be supported by the asphalt paver. No vibrations or other motions of the loader that could have a detrimental effect on the riding quality of the completed pavement shall be transmitted to the paver.

When asphalt concrete is placed directly upon asphalt treated permeable base, the asphalt concrete shall be placed in a manner and with equipment that will not disturb or displace the asphalt treated permeable base.

39-9.02 COMPACTING EQUIPMENT

A sufficient number of rollers shall be provided to obtain the specified compaction and surface finish required by this Section 11-1. Rollers shall be sized to achieve the required results.

Rollers shall be equipped with pads and water systems that prevent sticking of the asphalt concrete mixtures to the pneumatic or steel-tired wheels. A parting agent that will not damage the asphalt concrete mixture may be used to aid in preventing the asphalt concrete mixture from sticking to the wheels.

39-10 SPREADING AND COMPACTING

39-10.01 GENERAL REQUIREMENTS

Asphalt concrete shall be handled, spread, and compacted in a manner which is in conformance with the provisions in this Section 11-1.

Asphalt concrete shall be placed in such a manner that cracking, shoving, and displacement will be avoided.

Type A and Type B asphalt concrete shall be placed only when the ambient temperature is above 10°C.

Asphalt concrete shall not be placed when the underlying layer or surface is frozen or not dry or when weather conditions will prevent proper handling, finishing or compaction of the mixture.

Asphalt concrete shall be spread and compacted in the layers and thicknesses indicated in the following table:

Asphalt Concrete Layers and Thickness

Total Thickness Shown on the Plans*	Minimum Number of Layers	Top Layer Thickness (Millimeters)		Next Lower Layer Thickness (Millimeters)		Other Lower Layers Thickness (Millimeters)	
		Min.	Max.	Min.	Max.	Min.	Max.
75 mm or less	1	----	-----	----	----	----	----
76 through 89 mm	2	35	45	35	45	----	----
90 through 135 mm	2	45	60	45	75	----	----
136 mm or more	**	45	60	45	75	45	120

Notes:

* When pavement reinforcing fabric is shown to be placed between layers of asphalt concrete, the thickness of asphalt concrete above the pavement reinforcing fabric shall be considered to be the "Total Thickness Shown on the Plans" for the purpose of spreading and compacting the asphalt concrete above the pavement reinforcing fabric.

** At least 3 layers if total thickness is more than 135 mm and less than 255 mm. At least 4 layers if total thickness 255 mm or more.

A layer shall not be placed over a layer that exceeds 75 mm in compacted thickness until the temperature of the layer being covered is less than 70°C at mid-depth unless approved by the Engineer.

Asphalt concrete to be placed on shoulders, and on other areas off the traveled way having a width of 1.50 m or more, shall be spread in the same manner as specified above.

The completed mixture shall be deposited on the roadbed at a uniform quantity per linear meter, as necessary to provide the required compacted thickness without resorting to spotting, picking-up or otherwise shifting the mixture. During transporting, spreading and compacting, petroleum products such as diesel fuel and kerosene shall not be used as a release agent on trucks, spreaders or compactors in contact with the asphalt concrete.

Segregation shall be avoided. Surfacing shall be free from pockets of coarse or fine material. Asphalt concrete containing hardened lumps shall not be used.

Longitudinal joints in the top layer of Type A or Type B asphalt concrete shall correspond with the edges of planned traffic lanes. Longitudinal joints in other layers shall be offset not less than 150 mm alternately each side of the edges of traffic lanes.

Unless otherwise provided herein or approved by the Engineer, the top layer of asphalt concrete for shoulders, tapers, transitions, road connections, private drives, curve widenings, chain control lanes, turnouts, left-turn pockets, and other areas shall not be spread before the top layer of asphalt concrete for the adjoining through lane has been spread and compacted. At locations where the number of lanes is changed, the top layer for the through lanes shall be paved first. When existing pavement is to be surfaced and the specified thickness of asphalt concrete to be spread and compacted on the existing pavement is 75 mm or less, the shoulders or other adjoining areas may be spread simultaneously with the through lane provided the completed surfacing conforms to the provisions of this Section 11-1. Tracks or wheels of spreading equipment shall not be operated on the top layer of asphalt concrete until final compaction has been completed.

At those locations shown on the plans, as specified in "Asphalt Concrete" in Section 10-1, "General," of these special provisions, or as directed by the Engineer, the asphalt concrete shall be tapered or feathered to conform to existing surfacing or to other highway and non-highway facilities.

At locations where the asphalt concrete is to be placed over areas inaccessible to spreading and rolling equipment, the asphalt concrete shall be spread by practical means to obtain the specified results and shall be compacted thoroughly to the required lines, grades, and cross sections by means of pneumatic tampers or by other methods that will produce the same degree of compaction as pneumatic tampers.

39-10.02 PRODUCTION START-UP EVALUATION AND NUCLEAR DENSITY TEST STRIPS

The Contractor shall demonstrate that the proposed asphalt concrete mixture is being produced and placed on the roadway in conformance with the provisions in this Section 11-1. The production start-up evaluation shall demonstrate that the aggregates and asphalt concrete mixture conform to the requirements of Table 39-3, "Asphalt Concrete Mixture Requirements," and of Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1 when produced using the plant proposed for this project. The nuclear density test strip serves to provide the Contractor with a location to develop a correlation between cores taken from the test strip and the Contractor's and Engineer's nuclear density gage readings taken from the same locations on the test strip and for the Contractor to demonstrate the ability to achieve a minimum density of 92 percent and a maximum density of 97 percent of theoretical maximum density.

Production start-up evaluation and the nuclear density test strip may be constructed separately or at the same time to serve both purposes. Asphalt concrete used in the nuclear density test strip shall be representative of the asphalt concrete that shall be placed in the project.

Should the test results or testing program fail to meet these criteria, production will be suspended and the Contractor shall resolve the problem in conformance with the provisions in Section 39-6, "Dispute Resolution," of this Section 11-1.

Attention is directed to longitudinal and transverse construction joint requirements specified in "Asphalt Concrete" in Section 10-1, "General," of these special provisions.

Test data used for the production start up evaluation and the nuclear gage test strips shall not be included with the test data used for acceptance of the work in conformance with the provisions in Section 39-11, "Acceptance of Work," of this Section 11-1.

A production start-up evaluation and a nuclear density test strip shall be used when production of asphalt concrete has been resumed following a suspension of production due to unsatisfactory material quality as specified in Section 39-4.04, "Contractor Process Control," Section 39-4.05, "Contractor Quality Control," and Section 39-11.02A, "General" of this Section 11-1.

39-10.02A PRODUCTION START-UP EVALUATION

Before or on the first day of asphalt concrete production, the Contractor shall produce a trial quantity of between 250 tonnes and 500 tonnes of asphalt concrete to demonstrate that asphalt concrete produced for this project conforms to the quality characteristics of this Section 11-1. The location of the production start-up evaluation shall be approved by the Engineer.

Asphalt concrete shall be produced by production procedures intended for the entire project. Production of asphalt concrete shall stop after placement of the trial quantity of asphalt concrete. Asphalt concrete production and placement may resume after the quality characteristics of the asphalt concrete mixture have been tested and found to be in conformance with the quality requirements of this Section 11-1.

The Contractor shall randomly obtain 3 aggregate samples from the plant and 3 asphalt concrete mixture samples from the mat behind the paver. Each sample from the plant shall be split into 4 portions; each sample from the mat shall be split into 4 portions. One portion of each sample shall be tested by the Contractor and one portion of each sample shall be provided to the Engineer for testing. The remaining portions shall be delivered to the Engineer and stored for dispute resolution should the test results not conform to this Section 11-1. The Contractor and the Engineer shall evaluate the samples for conformance to the requirements in Table 39-2, "Aggregate Quality Requirements," Table 39-3, "Asphalt Concrete Mixture Requirement" for Theoretical Maximum Specific Gravity, sand equivalent, stability, and the quality characteristics designated in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. The percent air voids of the asphalt concrete mixture shall be within ±2.0 percent of the percent air voids designated in the Contractor's mix design.

The trial quantity of asphalt concrete will be accepted if:

A. Not more than 3 of the test results from the combined 6 test results from the Contractor's and Engineer's samples for quality characteristics indexed 2, 3, 4, and 5 in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1 are outside the specified limits.
B. Not more than one of the test results from the combined 6 test results from the Contractor's and the Engineer's samples for sand equivalent, stability, percent air voids or critical start-up characteristics designated in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1 are outside the specified limits.

If the test results from the combined 6 test results fail to meet the conditions above, corrective action shall be taken, and a new trial quantity of asphalt concrete shall be placed and evaluated in conformance with the provisions in this section to demonstrate conformance. If the test results from the combined 6 test results fail to meet the requirements above, then the trial quantity of asphalt concrete will be rejected.

The testing program will be considered adequate only if the average of the Contractor's test results and the average of the Engineer's test results for sand equivalent, stability, percent air voids, and the quality characteristics specified in Table 39-9,

"Minimum Quality Control Requirements," of this Section 11-1 are within the calculated allowable testing difference using the precision index specified in Table 39-6, "Precision Index," of this Section 11-1.

The Contractor shall not proceed to regular production until conforming with the provisions of this Section 39-10.02A, "Production Start-Up Evaluation." At the request of the Contractor, the Engineer may elect to leave the asphalt concrete which does not meet the provisions of this Section 39-10.02A in place if mitigation can be agreed to. If this quantity of asphalt concrete is left in place, the Contractor will be paid 50 percent of the contract price paid per tonne for the type of asphalt concrete designated in the Engineer's Estimate.

39-10.02B NUCLEAR DENSITY TEST STRIP

On the first day of placement of each layer of asphalt concrete, the Contractor shall place a test strip of up to 500 tonnes of asphalt concrete and the in-place density and relative compaction shall be determined in conformance with the requirements of California Test 375, with modifications as follows:

A. Part 2B, "Test Strip," shall require one core from each test position and the requirement for an average of 2 cores for determining core density at each test site shall not apply. The correlation value for each test site will be determined by subtracting the nuclear density from the core density for the site.
B. Part 6, "Calculating Relative Compaction" shall use theoretical maximum density in conformance with the requirements in California Test 309 instead of test maximum density (TMD) from California Test 375, Part 5, "Determining Test Maximum Density."

The Contractor shall remove 2 cores at each test site witnessed by the Engineer and shall give one core to the Engineer on the same day. The Contractor and Engineer shall each calculate gage bias independently.

The purpose of the test strip is to determine a correlation between the densities of cores taken from the test strip and the nuclear density gage readings taken at the core locations and to demonstrate that the asphalt concrete can be placed and compacted in conformance with the provisions in this Section 11-1. Asphalt concrete used in the nuclear density test strip shall be representative of the asphalt concrete that shall be placed in the project. The location for the nuclear density test strip shall be approved by the Engineer.

The Contractor shall place nuclear density test strips until conditions of the test method and this Section 11-1 have been met. The requirements of this section and the test method shall apply for the correlation of each gage that is used to determine percent of theoretical maximum density for this project. Percent theoretical maximum density results will not be accepted if they have been determined using a nuclear gage that has not been correlated using a test strip. A nuclear density test strip shall be required when the nuclear gages used on the project are replaced, modified, repaired, or recalibrated.

Asphalt concrete in test strips when placed as part of production start-up evaluation may be left in place under the following conditions:

A. If the test strip density is greater than or equal to 92 percent and less than 97 percent of theoretical maximum density, the Contractor will be paid at the contract price per tonne of the type of asphalt concrete designated in the Engineer's Estimate.
B. If the test strip density is determined to be less than 92 percent but greater than 90 percent of the theoretical maximum density, the Contractor will be paid at 50 percent of the contract price per tonne of the type of asphalt concrete designated in the Engineer's Estimate. A new test strip will be required and mitigation measures shall be taken. The State will not pay for the mitigation measures, but will pay for asphalt concrete in the test strip in conformance with these specifications.

Asphalt concrete in test strips will be rejected when the density for the test strip is less than 90 percent or greater than 97 percent of theoretical maximum density. Production and placement shall not begin until the Contractor has demonstrated the ability to achieve 92 percent to 97 percent of theoretical maximum density in conformance with the provisions in this Section 11-1.

If asphalt concrete from the same mix design was tested and placed under this contract and if the thickness of the previously placed asphalt concrete is greater than 75 mm, a test strip will not be required for subsequent layers of asphalt concrete.

39-10.03 SPREADING

Layers shall be spread with an asphalt paver, unless otherwise specified or approved by the Engineer. Asphalt pavers shall be operated in such a manner as to insure continuous and uniform movement of the paver.

In advance of spreading asphalt concrete over an existing base, surfacing or bridge deck, if there is a contract item for asphalt concrete (leveling) or if ordered by the Engineer, asphalt concrete shall be spread by mechanical means that will produce a uniform smoothness and texture. Asphalt concrete (leveling) shall include, but not be limited to, the filling and

leveling of irregularities and ruts. Asphalt concrete used to change the cross slope or profile of an existing surface shall not be considered as asphalt concrete (leveling).

Paint binder (tack coat) shall be applied to each layer in advance of spreading the next layer.

Before placing the top layer adjacent to cold transverse construction joints, the joints shall be trimmed to a vertical face on a neat line. Transverse joints shall be tested with a 3.6-m ±0.06-m straightedge and shall be cut back for surface smoothness as required in conformance with the provisions in Section 39-10.04, "Compacting," of this Section 11-1. Connections to existing surfacing shall be feathered to conform to the requirements for smoothness. Longitudinal joints shall be trimmed to a vertical face and on a neat line if the edges of the previously laid surfacing are, in the opinion of the Engineer, in such a condition that the quality of the completed joint will be affected.

39-10.04 COMPACTING

Compacting equipment shall conform to the provisions in Section 39-9.02, "Compacting Equipment," of this Section 11-1.

Rolling shall commence at the lower edge and shall progress toward the highest portion. When compacting layers that exceed 75 mm in compacted thickness, rolling shall commence at the center and shall progress outwards.

Asphalt concrete shall be compacted to not less than 92 percent or more than 97 percent of theoretical maximum density and shall be finished to the lines, grades, and cross sections shown on the plans. In-place density of asphalt concrete will be determined before opening the pavement to public traffic. No rolling will be permitted after the asphalt concrete temperature is below 60°C.

Percent of theoretical maximum density shall be determined in conformance with the requirements in California Test 375 except the test maximum density requirements in Part 5, "Determining Test Maximum Density," shall be replaced with the California Test 309 requirements for theoretical maximum density. If the Contractor compacts the asphalt concrete in any form or quantity after sites for testing have been chosen, the quality control tester shall choose a new set of random numbers for locating test sites.

Asphalt concrete placed in dig outs, as a leveling course, for slope correction, for detours not included in the finished roadway prism, in areas where in the judgment of the Engineer compaction or compaction measurement by conventional methods is impeded or on the uppermost lift of shoulders with rumble strips shall be compacted by a method approved by the Engineer.

Upon completion of rolling operations, if ordered by the Engineer, the asphalt concrete shall be cooled by applying water. Applying water shall conform to the provisions in Section 17, "Watering," of the Standard Specifications.

The completed surfacing shall be thoroughly compacted, smooth, and free from ruts, humps, depressions, or irregularities. Ridges, indentations or other objectionable marks left in the surface of the asphalt concrete by blading or other equipment shall be eliminated by rolling or other suitable means. The use of equipment that leaves ridges, indentations or other objectionable marks in the asphalt concrete shall be discontinued.

When a straightedge 3.6 m ±0.06 m long is laid on the finished surface and parallel with the centerline, the surface shall not vary more than 3 mm from the lower edge of the straightedge. The transverse slope of the finished surface shall be uniform to a degree such that no depressions greater than 6 mm are present when tested with a straightedge 3.6 m ±0.06 m long in a direction transverse to the centerline and extending from edge to edge of a 3.6-m wide traffic lane.

Pavement within 15 m of a structure or approach slab shall conform to the smoothness tolerances provisions in Section 51-1.17, "Finishing Bridge Decks," of the Standard Specifications.

39-11 ACCEPTANCE OF WORK

39-11.01 GENERAL

The Engineer shall select the procedure used to determine the quantities of asphalt concrete for acceptance and payment determination in conformance with the provisions of this Section 11-1.

Quality control test results that have been verified shall form the basis for statistical evaluation of the work in conformance with the provisions in Section 39-11.02, "Statistical Evaluation, Determination of Quality Factor and Compensation Adjustment," of this Section 11-1. The quality requirements on which statistical evaluation will be based are specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1.

Work determined to be in conformance with the provisions of this Section 11-1 will be accepted and paid for at the contract price per tonne for asphalt concrete and may be subject to compensation adjustment in conformance with the provisions in Section 39-11.02C, "Compensation Adjustment," of this Section 11-1.

When there are fewer than 5 verified quality control tests, the work will be accepted or rejected based on whether the individual test results conform to the quality requirements in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. Section 39-11.02, "Statistical Evaluation, Determination of Quality Factor and Compensation Adjustment," of this Section 11-1 shall not apply.

The Engineer may reject a quantity of material that is determined to be defective based on visual inspection.

39-11.02 STATISTICAL EVALUATION, DETERMINATION OF QUALITY FACTOR AND COMPENSATION ADJUSTMENT

39-11.02A GENERAL

Statistical evaluation of the work shall be used to verify the Contractor's quality control test results and to determine conformance with the provisions in this Section 11-1. The number of significant figures used in the calculations including the calculation for compensation adjustment will be in conformance with the requirements of AASHTO Designation: R-11, Absolute Method.

The quality characteristics to be evaluated and the specification limits are specified in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. Asphalt content, aggregate gradation (600-µm and 75-µm sieves), and percent of theoretical maximum density shall be considered for purposes of this Section 11-1 to be critical quality characteristics.

A "lot" is asphalt concrete that has been produced using a single mix design and has been placed without suspending production due to failure to meet the specifications. If the production and placement have been suspended for longer than 30 days due to seasonal suspension of phases of work, the Engineer may designate a new lot. More than one lot will be designated if changes in the target values, material sources, or mix design are requested by the Contractor and made in conformance with the provisions in this Section 11-1. If production of asphalt concrete is suspended due to unsatisfactory performance, a new lot may be designated by the Engineer. Asphalt concrete shall be considered part of a lot and the compensation adjustment will be determined at the end of the lot in conformance with the provisions in Section 39-11.02C, "Compensation Adjustment," if it is placed in:

A. Dig outs.
B. Leveling courses.
C. Slope corrections.
D. Detours not part of the finished roadway prism.
E. Areas where, in the judgment of the Engineer, compaction or compaction measurement by conventional methods is impeded.
F. The uppermost lift of shoulders with rolled-in indentations rumble strips.
G. Any asphalt concrete with a quality characteristic waiver.

Each lot consists of sublots. A sublot is the quantity of asphalt concrete being sampled and tested for quality control, generally 500 tonnes or less. Asphalt concrete placed at the end of the day or the lot will be considered as a separate sublot. Asphalt concrete less than the quantity needed for testing will be considered as a separate sublot.

39-11.02B STATISTICAL EVALUATION

The Variability-Unknown/Standard Deviation Method will be used to determine the estimated percentage of the lot that is outside specification limits. The number of significant figures used in the calculations will be in conformance with the requirements of AASHTO Designation: R-11, Absolute Method.

The estimated percentage of work that is outside of the specification limits for each quality characteristic will be determined as follows:

A. Calculate the arithmetic mean ($\overline{X}$) of the test values;

$$\overline{X} = \frac{\Sigma x}{n}$$

where:

$\sum$	=	summation of
x	=	individual test values
n	=	total number of test values

B. Calculate the standard deviation (s);

$$s = \sqrt{\frac{n\Sigma (x^2)-(\Sigma x)^2}{n(n-1)}}$$

where:

$\sum(x^2)$	=	summation of the squares of individual test values
$(\sum x)^2$	=	summation of the individual test values squared

n = total number of test values

C. Calculate the upper quality index (Q_u);

$$Q_u = \frac{USL - \overline{X}}{s}$$

where:

USL = upper specification limit
s = standard deviation
$\overline{X}$ = arithmetic mean

(Note: The USL is equal to the upper specification limit or the target value plus the production tolerance.)

D. Calculate the lower quality index (Q_L);

$$Q_L = \frac{\overline{X} - LSL}{s}$$

where:

LSL= lower specification limit or target value minus production tolerance
s = standard deviation
$\overline{X}$ = arithmetic mean

E. From Table 39-7, "Estimated Percent of Work Outside Specification Limits," of this Section 11-1, determine P_U ;

where:

P_U = the estimated percentage of work outside the USL.
(P_U = 0, when USL is not specified.)

F. From Table 39-7, "Estimated Percent of Work Outside Specification Limits," of this Section 11-1, determine P_L;

where:

P_L = the estimated percentage of work outside the LSL.
(P_L = 0, when LSL is not specified.)

G. Calculate the total estimated percentage of work outside the USL and LSL, Percent Defective;

Percent Defective = $P_U + P_L$

where:

P_U = the estimated percentage of work outside the USL
P_L = the estimated percentage of work outside the LSL

H. Repeat Steps A through G for each quality characteristic listed for acceptance.

A minimum of 5 samples shall be required to perform a statistical evaluation. If the sampling frequencies and quantity of work would otherwise result in fewer than 5 samples, the Contractor may submit a written request to increase the sampling frequency to provide a minimum of 5 samples. The request shall be included in the Quality Control Plan.

39-11.02C QUALITY FACTOR DETERMINATION AND ACCEPTANCE OF LOT

The lot will be accepted based on the quality factors determined as follows:

1. From Table 39-8, "Quality factors," of this Section 11-1, the quality factor will be determined for each quality characteristic (QF_{QC}) using the total number of test result values and the total estimated percentage outside the specification limits ($P_U + P_L$) from Step 7 in Section 39-11.02B, "Statistical Evaluation," of this Section 11-1. For

asphalt concrete with a quality characteristic waiver, the single quality factor for that quality characteristic shall be one.

2. The quality factor shall be calculated for the lot (QF_C). The quality factor for the lot is a composite of single quality factors determined for each quality characteristic designated in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1. The following formula is used:

$$QF_C = \sum_{i=1}^{8} w_i \, QF_{QC_i}$$

Where:
QF_C = the Quality factor for the Lot rounded to 2 decimals for acceptance.
QF_{QCi} = the quality factor for the individual quality characteristic.
w = the weighting factor listed in Table 39-9.
i = the quality characteristic index number in Table 39-9.

A quality factor will be determined when the Contractor's sampling, inspection, and test results are completed, have been submitted and evaluated, and the Engineer has visually inspected the pavement. Quality control test results shall be verified using the *t*-test in conformance with the provisions of Section 39-5.03, "Verification," of this Section 11-1 before the results will be used in accepting asphalt concrete.

If the current quality factor of a lot is greater than 0.90, the lot will be accepted, provided the lowest single quality factor is not within the reject portion of Table 39-8, "Quality Factors," of this Section 11-1. If the lowest single quality factor is within the reject portion of Table 39-8, "Quality Factors," of this Section 11-1, the lot will terminated and the representative quantity of asphalt concrete within the lot will be rejected. The quantity of rejected asphalt concrete will be determined by the Contractor and submitted to the Engineer for verification and approval.

If the current quality factor of a lot is less than 0.90, production of asphalt concrete shall be suspended and corrective action taken. Upon approval of the Engineer, up to 500 tonnes of asphalt concrete may be placed in conformance with the provisions in Section 39-10.02, "Production Start-Up Evaluation and Nuclear Density Test Strips," to demonstrate that the asphalt concrete is once again in conformance with the provisions in this Section 11-1. Production of asphalt concrete shall not start until the Engineer has received test results confirming conformance with the provisions in this Section 11-1. A new lot will be established when production resumes.

If a quality factor for a critical quality characteristic designated in Table 39-9, "Minimum Quality Control Requirements," of this Section 11-1 is less than 0.90 for the lot or is within the rejection range for the last 5 tests, production of asphalt concrete shall be suspended and corrective action taken. Upon approval of the Engineer, the Contractor may use the provisions in Section 39-10.02, "Production Start-Up Evaluation and Nuclear Density Test Strips," to demonstrate that the asphalt concrete is once again in conformance with the provisions in this Section 11-1. Production of asphalt concrete shall not start until the Engineer has received test results confirming conformance with the provisions in this Section 11-1. A new lot will be established when production resumes.

39-11.02D COMPENSATION ADJUSTMENT

Upon acceptance of lot, payment to the Contractor for the lot of asphalt concrete will be subject to a compensation adjustment. The amount of the compensation adjustment for the lot will be calculated using the following equation:

$$CA = \sum_{i=1}^{n} ACCP * w_i * \left[QF_{QCii} * (ACTT - WACTT_i) + WACTT_i\right] - \left(ACCP * ACTT\right)$$

Where:
CA = Compensation Adjustment rounded to 2 decimal,
ACCP = Asphalt Concrete Contract Price
ACTT = Asphalt Concrete Total Tonnage represented in the lot
$WACTT_i$ = Total Tonnage of waived quality characteristic Asphalt Concrete
QF_{QCi} = the running quality factor for the individual quality characteristic as calculated according to Section 11-02C
w = the weighting factor listed in Table 39-9, and
i = the quality characteristic index number in Table 39-9.

If the compensation adjustment is a negative value, the compensation adjustment will be deducted from moneys due, or that may become due, the Contractor under the contract. If the compensation adjustment is a positive value, the compensation adjustment will be added to moneys due, or that may become due, the Contractor under the contract.

Asphalt concrete that has been assigned a fixed quality factor will not be included in the compensation adjustment calculation.

Table 39-7. ESTIMATED PERCENT OF WORK OUTSIDE SPECIFICATION LIMITS

P_U and/or P_L	Sample Size (n)												
	5	6	7	8	9	10-11	12-14	15-17	18-22	23-29	30-42	43-66	>66
	Upper Quality Index Q_U or Lower Quality Index Q_L												
0	1.72	1.88	1.99	2.07	2.13	2.20	2.28	2.34	2.39	2.44	2.48	2.51	2.56
1	1.64	1.75	1.82	1.88	1.91	1.96	2.01	2.04	2.07	2.09	2.12	2.14	2.16
2	1.58	1.66	1.72	1.75	1.78	1.81	1.84	1.87	1.89	1.91	1.93	1.94	1.95
3	1.52	1.59	1.63	1.66	1.68	1.71	1.73	1.75	1.76	1.78	1.79	1.80	1.81
4	1.47	1.52	1.56	1.58	1.60	1.62	1.64	1.65	1.66	1.67	1.68	1.69	1.70
5	1.42	1.47	1.49	1.51	1.52	1.54	1.55	1.56	1.57	1.58	1.59	1.59	1.60
6	1.38	1.41	1.43	1.45	1.46	1.47	1.48	1.49	1.50	1.50	1.51	1.51	1.52
7	1.33	1.36	1.38	1.39	1.40	1.41	1.41	1.42	1.43	1.43	1.44	1.44	1.44
8	1.29	1.31	1.33	1.33	1.34	1.35	1.35	1.36	1.36	1.37	1.37	1.37	1.38
9	1.25	1.27	1.28	1.28	1.29	1.29	1.30	1.30	1.30	1.31	1.31	1.31	1.31
10	1.21	1.23	1.23	1.24	1.24	1.24	1.25	1.25	1.25	1.25	1.25	1.26	1.26
11	1.18	1.18	1.19	1.19	1.19	1.19	1.20	1.20	1.20	1.20	1.20	1.20	1.20
12	1.14	1.14	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
13	1.10	1.10	1.10	1.10	1.10	1.10	1.11	1.11	1.11	1.11	1.11	1.11	1.11
14	1.07	1.07	1.07	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
15	1.03	1.03	1.03	1.03	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
16	1.00	0.99	0.99	0.99	0.99	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
17	0.97	0.96	0.95	0.95	0.95	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94
18	0.93	0.92	0.92	0.92	0.91	0.91	0.91	0.91	0.90	0.90	0.90	0.90	0.90
19	0.90	0.89	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
20	0.87	0.86	0.85	0.85	0.84	0.84	0.84	0.83	0.83	0.83	0.83	0.83	0.83
21	0.84	0.82	0.82	0.81	0.81	0.81	0.80	0.80	0.80	0.80	0.80	0.80	0.79
22	0.81	0.79	0.79	0.78	0.78	0.77	0.77	0.77	0.76	0.76	0.76	0.76	0.76
23	0.77	0.76	0.75	0.75	0.74	0.74	0.74	0.73	0.73	0.73	0.73	0.73	0.73
24	0.74	0.73	0.72	0.72	0.71	0.71	0.70	0.70	0.70	0.70	0.70	0.70	0.70
25	0.71	0.70	0.69	0.69	0.68	0.68	0.67	0.67	0.67	0.67	0.67	0.67	0.66

Table continues below

Table 39-7 (cont.).—ESTIMATED PERCENT OF WORK OUTSIDE SPECIFICATION LIMITS

P_U and/or P_L	Sample Size (n)												
	5	6	7	8	9	10-11	12-14	15-17	18-22	23-29	30-42	43-66	>66
	Upper Quality Index Q_U or Lower Quality Index Q_L												
26	0.68	0.67	0.67	0.65	0.65	0.65	0.64	0.64	0.64	0.64	0.64	0.64	0.63
27	0.65	0.64	0.63	0.62	0.62	0.62	0.61	0.61	0.61	0.61	0.61	0.61	0.60
28	0.62	0.61	0.60	0.59	0.59	0.59	0.58	0.58	0.58	0.58	0.58	0.58	0.57
29	0.59	0.58	0.57	0.57	0.56	0.56	0.55	0.55	0.55	0.55	0.55	0.55	0.54
30	0.56	0.55	0.54	0.54	0.53	0.53	0.52	0.52	0.52	0.52	0.52	0.52	0.52
31	0.53	0.52	0.51	0.51	0.50	0.50	0.50	0.49	0.49	0.49	0.49	0.49	0.49
32	0.50	0.49	0.48	0.48	0.48	0.47	0.47	0.47	0.46	0.46	0.46	0.46	0.46
33	0.47	0.48	0.45	0.45	0.45	0.44	0.44	0.44	0.44	0.43	0.43	0.43	0.43
34	0.45	0.43	0.43	0.42	0.42	0.42	0.41	0.41	0.41	0.41	0.41	0.41	0.40
35	0.42	0.40	0.40	0.39	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38	0.38
36	0.39	0.38	0.37	0.37	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36
37	0.36	0.35	0.34	0.34	0.34	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.32
38	0.33	0.32	0.32	0.31	0.31	0.31	0.30	0.30	0.30	0.30	0.30	0.30	0.30
39	0.30	0.30	0.29	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28
40	0.28	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
41	0.25	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23
42	0.23	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
43	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
44	0.16	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
45	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
46	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
47	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
48	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
49	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Notes:

1. If the value of Q_U or Q_L does not correspond to a value in the table, the next lower value will be used.
2. If Q_U or Q_L are negative values, P_U or P_L shall be equal to 100 minus the table value for P_U or P_L.

Table 39-8.—QUALITY FACTOR

Pay Factor	Sample Size (n)												
	5	6	7	8	9	10-11	12-14	15-17	18-22	23-29	30-42	43-66	>66
	Maximum Allowable Percent of Work Outside Specification Limits for A Given Quality Factor ($P_U + P_L$)												
1.05				0	0	0	0	0	0	0	0	0	0
1.04			0	1	3	5	4	4	4	3	3	3	3
1.03		0	2	4	6	8	7	7	6	5	5	4	4
1.02		1	3	6	9	11	10	9	8	7	7	6	6
1.01	0	2	5	8	11	13	12	11	10	9	8	8	7
1.00	22	20	18	17	16	15	14	13	12	11	10	9	8
0.99	24	22	20	19	18	17	16	15	14	13	11	10	9
0.98	26	24	22	21	20	19	18	16	15	14	13	12	10
0.97	28	26	24	23	22	21	19	18	17	16	14	13	12
0.96	30	28	26	25	24	22	21	19	18	17	16	14	13
0.95	32	29	28	26	25	24	22	21	20	18	17	16	14
0.94	33	31	29	28	27	25	24	22	21	20	18	17	15
0.93	35	33	31	29	28	27	25	24	22	21	20	18	16
0.92	37	34	32	31	30	28	27	25	24	22	21	19	18
0.91	38	36	34	32	31	30	28	26	25	24	22	21	19
0.90	39	37	35	34	33	31	29	28	26	25	23	22	20
0.89	41	38	37	35	34	32	31	29	28	26	25	23	21
0.88	42	40	38	36	35	34	32	30	29	27	26	24	22
0.87	43	41	39	38	37	35	33	32	30	29	27	25	23
0.86	45	42	41	39	38	36	34	33	31	30	28	26	24
0.85	46	44	42	40	39	38	36	34	33	31	29	28	25
0.84	47	45	43	42	40	39	37	35	34	32	30	29	27
0.83	49	46	44	43	42	40	38	36	35	33	31	30	28
0.82	50	47	46	44	43	41	39	38	36	34	33	31	29
0.81	51	49	47	45	44	42	41	39	37	36	34	32	30
0.80	52	50	48	46	45	44	42	40	38	37	35	33	31
0.79	54	51	49	48	46	45	43	41	39	38	36	34	32
0.78	55	52	50	49	48	46	44	42	41	39	37	35	33
0.77	56	54	52	50	49	47	45	43	42	40	38	36	34
0.76	57	55	53	51	50	48	46	44	43	41	39	37	35
0.75	58	56	54	52	51	49	47	46	44	42	40	38	36
	60	57	55	53	52	51	48	47	45	43	41	40	37
	61	58	56	55	53	52	50	48	46	44	43	41	38
Reject	62	59	57	56	54	53	51	49	47	45	44	42	39
	63	61	58	57	55	54	52	50	48	47	45	43	40
	64	62	60	58	57	55	53	51	49	48	46	44	41
Reject Values Greater Than Those Shown Above													

Notes:

1. If the estimated percent outside specification limits from Table 39-7, "Estimated Percent of Work Outside Specification Limits," does not correspond to a value in the table, the next larger value will be used to obtain a quality factor.
2. The maximum obtainable quality factor is 1.05 (with a minimum of 5 test values).

Table 39-9. MINIMUM QUALITY CONTROL REQUIREMENTS

Index (i)	Quality Characteristic	Specification Limits	Weighting Factor (w)	California Test	Minimum Sampling and Testing Frequency	Point of Sampling
1	Asphalt Content[3, 4]	TV[1] ±0.45%	0.30	379 or 382	One sample per 500 tonnes or part thereof Not less than one sample per day	Mat behind paver
	Gradation			202	One sample per 500 tonnes or part thereof Not less than one sample per day	Batch Plant - from hot bins Drum Plant - from cold feed
	25-mm	100%				
2	19-mm or 12.5-mm [4]	TV ±5	0.01			
3	9.5-mm	TV ±6	0.01			
4	4.75-mm	TV ±7	0.05			
5	2.36-mm	TV ±5	0.05			
6	600-µm [3, 4]	TV ±4	0.08			
7	75-µm[3, 4]	TV ±2	0.10			
8	Percent of Theoretical Maximum Density [2]	92% Min. 97% Max.	0.40	375[2]	One sample per 500 tonnes or part thereof. Not less than one test per day.	Finished mat after final rolling
	Theoretical Maximum Density			309[2]	In conformance with CT 375 per day	Mat behind the paver
9	Mix Moisture Content	≤1%		370	One sample per 1,000 tonnes or part thereof Not less than one sample per day	
	Asphalt and Mix Temperature	120ºC to 190ºC (Asphalt) ≤165ºC (Mix)			Continuous using an automated recording device.	Plant

Notes:

1. TV = Target Value from contractor's proposed mix design.
2. CT 375: Part 5, "Determining Test Maximum Density" shall be replaced with Theoretical Maximum Density in conformance with the requirements in CT 309.
3. Quality characteristics 1, 6, 7, and 8 are defined as critical quality characteristics in the verification testing process.
4. Quality characteristics 1, 6, and 7 are defined as critical start-up characteristics in the Production Start-Up Evaluation.

39-12 MEASUREMENT AND PAYMENT

39-12.01 MEASUREMENT

The quantity asphalt concrete of the types designated in the Engineer's Estimate to be paid for shall be the combined mass of the mixture determined in conformance with the provisions in Section 9-1.01, "Measurement of Quantities," of the Standard Specifications.

Quantities of paving asphalt, liquid asphalt, and asphaltic emulsion to be paid for as contract items of work will be determined in conformance with the provisions in Section 92, "Asphalts," Section 93, "Liquid Asphalts," or Section 94, "Asphaltic Emulsions," of the Standard Specifications.

When recorded batch masses are printed automatically, these masses may be used for determining pay quantities if the printed batch masses conform to the following:

A. Total aggregate and supplemental fine aggregate mass per batch shall be printed. When supplemental fine aggregate is weighed cumulatively with the aggregate, the total batch mass of aggregate shall include the supplemental fine aggregate.
B. The total bitumen mass per batch shall be printed.
C. Zero-tolerance mass shall be printed before weighing the first batch and after weighing the last batch of each truckload.
D. The time, date, mix number, load number, and truck identification shall be correlated with the load slip.
E. A copy of the recorded batch masses shall be certified by a licensed weighmaster and submitted to the Engineer.

Pavement reinforcing fabric will be measured by the square meter for the actual pavement area covered.

39-12.02 PAYMENT

Asphalt concrete placed in the work, unless otherwise specified, will be paid for at the contract price per tonne for asphalt concrete of the types designated in the Engineer's Estimate.

Compensation adjustments for asphalt concrete will be made in conformance with the provisions in Section 39-11.02C, "Quality Factor Determination and Compensation Adjustment," of this Section 11-1.

When there is a contract item for asphalt concrete (leveling), quantities of asphalt concrete placed for leveling will be paid for at the contract price per tonne for asphalt concrete (leveling). When there is no contract item for asphalt concrete (leveling), and leveling is ordered by the Engineer, asphalt concrete so used will be paid for as extra work in conformance with the provisions in Section 4-1.03D, "Extra Work," of the Standard Specifications.

For the following asphalt concrete locations, the percent theoretical maximum density provisions of Section 39-11.02, "Statistical Evaluation, Determination of Quality Factor and Compensation Adjustment," of this Section 11-1 shall not apply for the quality factor (QF_C) for the lot and the compensation adjustment computation, and an individual quality factor of 1.0 for the percent theoretical maximum density (QF_{QC8}) shall be used:

A. Dig outs.
B. Leveling courses.
C. Slope corrections.
D. Detours not included in the finished roadway prism.
E. In areas where, in the judgment of the Engineer, compaction or compaction measurement by conventional methods is impeded.
F. The uppermost lift of shoulders with rumble strips.

Full compensation for developing the Contractor's Quality Control Plan and fulfilling the requirements of the Quality Control Plan shall be considered as included in the contract price paid per tonne for asphalt concrete of the types designated in the Engineer's Estimate and no additional compensation will be allowed therefore.

Full compensation for Contractor sampling, testing, inspection, testing facilities, and preparation and submission of results shall be considered as included in the contract price paid per tonne for asphalt concrete of the types designated in the Engineer's Estimate and no additional compensation will be allowed therefore.

Full compensation for using reclaimed asphalt pavement shall be considered as included in the contract price paid per tonne for asphalt concrete of the types designated in the Engineer's Estimate and no additional compensation will be allowed therefore.

Quantities of pavement reinforcing fabric placed and paving asphalt applied as a binder for the pavement reinforcing fabric will be paid for at the contract price per square meter for pavement reinforcing fabric and per tonne for paving asphalt (binder-pavement reinforcing fabric). Full compensation for furnishing and spreading sand to cover exposed binder material,

if necessary, shall be considered as included in the contract price paid per tonne for paving asphalt (binder-pavement reinforcing fabric), and no separate payment will be made therefore.

Small quantities of asphalt concrete placed on pavement reinforcing fabric to prevent the fabric from being displaced by construction equipment or to allow public traffic to cross over the fabric shall be considered as part of the layer of asphalt concrete to be placed over the fabric and will be measured and paid for by the tonne as asphalt concrete.

When there is a contract item for liquid asphalt (prime coat), the quantity of prime coat will be paid for at the contract price per tonne for the designated grade of liquid asphalt (prime coat). When there is no contract item for liquid asphalt (prime coat) and the special provisions require the application of a prime coat, full compensation for furnishing and applying the prime coat shall be considered as included in the contract price paid per tonne for asphalt concrete of the types designated in the Engineer's Estimate and no separate payment will be made therefore.

When there is a contract item for asphaltic emulsion (paint binder), the quantity of asphaltic emulsion or paving asphalt used as paint binder (tack coat) will be paid for at the contract price per tonne for asphaltic emulsion (paint binder). When there is no contract item for asphaltic emulsion (paint binder), full compensation for furnishing and applying paint binder (tack coat) shall be considered as included in the contract price paid per tonne for asphalt concrete of the types designated in the Engineer's Estimate and no separate payment will be made therefore.

Fog seal coat will be paid for as provided in Section 37-1, "Seal Coats," of the Standard Specifications.

No adjustment of compensation will be made for an increase or decrease in the quantities of paint binder (tack coat) or fog seal coat required, regardless of the reason for such increase or decrease. The provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications shall not apply to the items of paint binder or fog seal coat.

The above contract prices and payments shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in placing asphalt concrete, complete in place, as shown on the plans, as specified in this Section 11-1, "Quality Control / Quality Assurance," and "Asphalt Concrete" in Section 10-1, "General," of these special provisions, and as directed by the Engineer.

SECTION 12. (BLANK)

SECTION 13. RELATIONS WITH RAILROAD

13-1.01 GENERAL

The Contractor’s attention is directed to the tracks and right-of-way of the San Joaquin Valley Railroad at KP 43.9 (P.M 27.3) on State Route 180 near Mendota, hereinafter referred to as "Railroad," within the limits of the project.

In accordance with the provisions in Section 7-1.12, "Indemnification and Insurance," of the Standard Specifications, the Contractor shall be responsible for all damages to Railroad’s track and equipment operating on such track, resulting from his operations.

The Contractor shall not allow any personnel or equipment on Railroad’s tracks or right of way.

The Contractor shall conduct his operation in a manner that will prevent debris or any other material from falling onto the tracks and right of way of the Railroad.

SECTION 14 FEDERAL REQUIREMENTS FOR FEDERAL-AID CONSTRUCTION PROJECTS

GENERAL.—The work herein proposed will be financed in whole or in part with Federal funds, and therefore all of the statutes, rules and regulations promulgated by the Federal Government and applicable to work financed in whole or in part with Federal funds will apply to such work. The "Required Contract Provisions, Federal-Aid Construction Contracts, "Form FHWA 1273, are included in this Section 14. Whenever in said required contract provisions references are made to "SHA contracting officer," "SHA resident engineer," or "authorized representative of the SHA," such references shall be construed to mean "Engineer" as defined in Section 1-1.18 of the Standard Specifications.

PERFORMANCE OF PREVIOUS CONTRACT.—In addition to the provisions in Section II, "Nondiscrimination," and Section VII, "Subletting or Assigning the Contract," of the required contract provisions, the Contractor shall comply with the following:

The bidder shall execute the CERTIFICATION WITH REGARD TO THE PERFORMANCE OF PREVIOUS CONTRACTS OR SUBCONTRACTS SUBJECT TO THE EQUAL OPPORTUNITY CLAUSE AND THE FILING OF REQUIRED REPORTS located in the proposal. No request for subletting or assigning any portion of the contract in excess of $10,000 will be considered under the provisions of Section VII of the required contract provisions unless such request is accompanied by the CERTIFICATION referred to above, executed by the proposed subcontractor.

NON-COLLUSION PROVISION.—The provisions in this section are applicable to all contracts except contracts for Federal Aid Secondary projects.

Title 23, United States Code, Section 112, requires as a condition precedent to approval by the Federal Highway Administrator of the contract for this work that each bidder file a sworn statement executed by, or on behalf of, the person, firm, association, or corporation to whom such contract is to be awarded, certifying that such person, firm, association, or corporation has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the submitted bid. A form to make the non-collusion affidavit statement required by Section 112 as a certification under penalty of perjury rather than as a sworn statement as permitted by 28, USC, Sec. 1746, is included in the proposal.

PARTICIPATION BY MINORITY BUSINESS ENTERPRISES IN SUBCONTRACTING.—Part 23, Title 49, Code of Federal Regulations applies to this Federal-aid project. Pertinent sections of said Code are incorporated in part or in its entirety within other sections of these special provisions.

Schedule B—Information for Determining Joint Venture Eligibility

(This form need not be filled in if all joint venture firms are minority owned.)

1. Name of joint venture _____
2. Address of joint venture _____
3. Phone number of joint venture _____
4. Identify the firms which comprise the joint venture. (The MBE partner must complete Schedule A.) _____
   _____

   a. Describe the role of the MBE firm in the joint venture. _____
      _____
   b. Describe very briefly the experience and business qualifications of each non-MBE joint venturer: _____
      _____

5. Nature of the joint venture's business _____
   _____
6. Provide a copy of the joint venture agreement.
7. What is the claimed percentage of MBE ownership? _____
8. Ownership of joint venture: (This need not be filled in if described in the joint venture agreement, provided by question 6.).

   a. Profit and loss sharing.
   b. Capital contributions, including equipment.
   c. Other applicable ownership interests.

9. Control of and participation in this contract. Identify by name, race, sex, and "firm" those individuals (and their titles) who are responsible for day-to-day management and policy decision making, including, but not limited to, those with prime responsibility for:

   a. Financial decisions _____
   b. Management decisions, such as:

      (1) Estimating _____
      (2) Marketing and sales _____
      (3) Hiring and firing of management personnel _____
      _____
      (4) Purchasing of major items or supplies _____
      _____

   c. Supervision of field operations _____

Note.—If, after filing this Schedule B and before the completion of the joint venture's work on the contract covered by this regulation, there is any significant change in the information submitted, the joint venture must inform the grantee, either directly or through the prime contractor if the joint venture is a subcontractor.

Affidavit

"The undersigned swear that the foregoing statements are correct and include all material information necessary to identify and explain the terms and operation of our joint venture and the intended participation by each joint venturer in the undertaking. Further, the undersigned covenant and agree to provide to grantee current, complete and accurate information regarding actual joint venture work and the payment therefor and any proposed changes in any of the joint venture arrangements and to permit the audit and examination of the books, records and files of the joint venture, or those of each joint venturer relevant to the joint venture, by authorized representatives of the grantee or the Federal funding agency. Any material misrepresentation will be grounds for terminating any contract which may be awarded and for initiating action under Federal or State laws concerning false statements."

Name of Firm	Name of Firm
Signature	Signature
Name	Name
Title	Title
Date	Date

Date _____

State of _____

County of _____

On this ____ day of _____, 20___, before me appeared (Name) _____, to me personally known, who, being duly sworn, did execute the foregoing affidavit, and did state that he or she was properly authorized by (Name of firm) _____ to execute the affidavit and did so as his or her free act and deed.

Notary Public _____

Commission expires _____

[Seal]

Date _____

State of _____

County of _____

On this ___ day of _____, 20___, before me appeared (Name) _____ to me personally known, who, being duly sworn, did execute the foregoing affidavit, and did state that he or she was properly authorized by (Name of firm) _____ to execute the affidavit and did so as his or her free act and deed.

Notary Public _____

Commission expires _____

[Seal]

REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS

I. GENERAL

1. These contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

2. Except as otherwise provided for in each section, the contractor shall insert in each subcontract all of the stipulations contained in these Required Contract Provisions, and further require their inclusion in any lower tier subcontract or purchase order that may in turn be made. The Required Contract Provisions shall not be incorporated by reference in any case. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with these Required Contract Provisions.

3. A breach of any of the stipulations contained in these Required Contract Provisions shall be sufficient grounds for termination of the contract.

4. A breach of the following clauses of the Required Contract Provisions may also be grounds for debarment as provided in 29 CFR 5.12:

   Section I, paragraph 2;
   Section IV, paragraphs 1, 2, 3, 4, and 7;
   Section V, paragraphs 1 and 2a through 2g.

5. Disputes arising out of the labor standards provisions of Section IV (except paragraph 5) and Section V of these Required Contract Provisions shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the U.S. Department of Labor (DOL) as set forth in 29 CFR 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the DOL, or the contractor's employees or their representatives.

6. Selection of Labor - During the performance of this contract, the contractor shall not:

   a. discriminate against labor from any other State, possession, or territory of the United States (except for employment preference for Appalachian contracts, when applicable, as specified in Attachment A), or

   b. employ convict labor for any purpose within the limits of the project unless it is labor performed by convicts who are on parole, supervised release, or probation.

II. NONDISCRIMINATION

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $10,000 or more.)

1. **Equal Employment Opportunity:** Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, and 41 CFR 60) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The Equal Opportunity Construction Contract Specifications set forth under 41 CFR 60-4.3 and the provisions of the American Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

   a. The contractor will work with the State highway agency (SHA) and the Federal Government in carrying out EEO obligations and in their review of his/her activities under the contract.

   b. The contractor will accept as his operating policy the following statement:

      "It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action

shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, preapprenticeship, and/or on-the-job training."

2. **EEO Officer:** The contractor will designate and make known to the SHA contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active contractor program of EEO and who must be assigned adequate authority and responsibility to do so.

3. **Dissemination of Policy:** All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

   a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

   b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

   c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minority group employees.

   d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

   e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. **Recruitment:** When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minority groups in the area from which the project work force would normally be derived.

   a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minority group applicants. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority group applicants may be referred to the contractor for employment consideration.

   b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, he is expected to observe the provisions of that agreement to the extent that the system permits the contractor's compliance with EEO contract provisions. (The DOL has held that where implementation of such agreements have the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Executive Order 11246, as amended.)

   c. The contractor will encourage his present employees to refer minority group applicants for employment. Information and procedures with regard to referring minority group applicants will be discussed with employees.

5. **Personnel Actions:** Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

   a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with his obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of his avenues of appeal.

6. **Training and Promotion:**

a. The contractor will assist in locating, qualifying, and increasing the skills of minority group and women employees, and applicants for employment.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision.

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of minority group and women employees and will encourage eligible employees to apply for such training and promotion.

7. **Unions:** If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use his/her best efforts to obtain the cooperation of such unions to increase opportunities for minority groups and women within the unions, and to effect referrals by such unions of minority and female employees. Actions by the contractor either directly or through a contractor's association acting as agent will include the procedures set forth below:

a. The contractor will use best efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minority group members and women for membership in the unions and increasing the skills of minority group employees and women so that they may qualify for higher paying employment.

b. The contractor will use best efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the SHA and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of minority and women referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minority group persons and women. (The DOL has held that it shall be no excuse that the union with which the contractor has a collective bargaining agreement providing for exclusive referral failed to refer minority employees.) In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the SHA.

8. **Selection of Subcontractors, Procurement of Materials and Leasing of Equipment:** The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment.

   a. The contractor shall notify all potential subcontractors and suppliers of his/her EEO obligations under this contract.

   b. Disadvantaged business enterprises (DBE), as defined in 49 CFR 23, shall have equal opportunity to compete for and perform subcontracts which the contractor enters into pursuant to this contract. The contractor will use his best efforts to solicit bids from and to utilize DBE subcontractors or subcontractors with meaningful minority group and female representation among their employees. Contractors shall obtain lists of DBE construction firms from SHA personnel.

   c. The contractor will use his best efforts to ensure subcontractor compliance with their EEO obligations.

9. **Records and Reports:** The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of the SHA and the FHWA.

   a. The records kept by the contractor shall document the following:

      (1) The number of minority and non-minority group members and women employed in each work classification on the project;

      (2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women;

      (3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minority and female employees; and

      (4) The progress and efforts being made in securing the services of DBE subcontractors or subcontractors with meaningful minority and female representation among their employees.

   b. The contractors will submit an annual report to the SHA each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data.

III. NONSEGREGATED FACILITIES

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $10,000 or more.)

a. By submission of this bid, the execution of this contract or subcontract, or the consummation of this material supply agreement or purchase order, as appropriate, the bidder, Federal-aid construction contractor, subcontractor, material supplier, or vendor, as appropriate, certifies that the firm does not maintain or provide for its employees any segregated facilities at any of its establishments, and that the firm does not permit its employees to perform their services at any location, under its control, where segregated facilities are maintained. The firm agrees that a breach of this certification is a violation of the EEO provisions of this contract. The firm further certifies that no employee will be denied access to adequate facilities on the basis of sex or disability.

b. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, time clocks, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive, or are, in fact, segregated on the basis of race, color, religion, national origin, age or disability, because of habit, local custom, or otherwise. The only exception will be for the disabled when the demands for accessibility override (e.g. disabled parking).

c. The contractor agrees that it has obtained or will obtain identical certification from proposed subcontractors or material suppliers prior to award of subcontracts or consummation of material supply agreements of $10,000 or more and that it will retain such certifications in its files.

IV. PAYMENT OF PREDETERMINED MINIMUM WAGE

(Applicable to all Federal-aid construction contracts exceeding $2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural minor collectors, which are exempt.)

1. **General:**

a. All mechanics and laborers employed or working upon the site of the work will be paid unconditionally and not less often than once a week and without subsequent deduction or rebate on any account [except such payroll deductions as are permitted by regulations (29 CFR 3)] issued by the Secretary of Labor under the Copeland Act (40 U.S.C. 276c) the full amounts of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment. The payment shall be computed at wage rates not less than those contained in the wage determination of the Secretary of Labor (hereinafter "the wage determination") which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor or its subcontractors and such laborers and mechanics. The wage determination (including any additional classifications and wage rates conformed under paragraph 2 of this Section IV and the DOL poster (WH-1321) or Form FHWA-1495) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers. For the purpose of this Section, contributions made or costs reasonably anticipated for bona fide fringe benefits under Section 1(b)(2) of the Davis-Bacon Act (40 U.S.C. 276a) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of Section IV, paragraph 3b, hereof. Also, for the purpose of this Section, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs, which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in paragraphs 4 and 5 of this Section IV.

b. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein, provided, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed.

c. All rulings and interpretations of the Davis-Bacon Act and related acts contained in 29 CFR 1, 3, and 5 are herein incorporated by reference in this contract.

2. **Classification:**

a. The SHA contracting officer shall require that any class of laborers or mechanics employed under the contract, which is not listed in the wage determination, shall be classified in conformance with the wage determination.

b. The contracting officer shall approve an additional classification, wage rate and fringe benefits only when the following criteria have been met:

(1) the work to be performed by the additional classification requested is not performed by a classification in the wage determination;

(2) the additional classification is utilized in the area by the construction industry;

(3) the proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination; and

(4) with respect to helpers, when such a classification prevails in the area in which the work is performed.

c. If the contractor or subcontractors, as appropriate, the laborers and mechanics (if known) to be employed in the additional classification or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be

sent by the contracting officer to the DOL, Administrator of the Wage and Hour Division, Employment Standards Administration, Washington, D.C. 20210. The Wage and Hour Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

d. In the event the contractor or subcontractors, as appropriate, the laborers or mechanics to be employed in the additional classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. Said Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary

e. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 2c or 2d of this Section IV shall be paid to all workers performing work in the additional classification from the first day on which work is performed in the classification.

3. **Payment of Fringe Benefits:**

a. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor or subcontractors, as appropriate, shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly case equivalent thereof.

b. If the contractor or subcontractor, as appropriate, does not make payments to a trustee or other third person, he/she may consider as a part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, provided, that the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

4. **Apprentices and Trainees (Programs of the U.S. DOL) and Helpers:**

a. Apprentices:

(1) Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the DOL, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau, or if a person is employed in his/her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State apprenticeship agency (where appropriate) to be eligible for probationary employment as an apprentice.

(2) The allowable ratio of apprentices to journeyman-level employees on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any employee listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate listed in the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor or subcontractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman-level hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

(3) Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeyman-level hourly rate specified in

the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator for the Wage and Hour Division determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

(4) In the event the Bureau of Apprenticeship and Training, or a State apprenticeship agency recognized by the Bureau, withdraws approval of an apprenticeship program, the contractor or subcontractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the comparable work performed by regular employees until an acceptable program is approved.

b. Trainees:

(1) Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the DOL, Employment and Training Administration.

(2) The ratio of trainees to journeyman-level employees on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(3) Every trainee must be paid at not less than the rate specified in the approved program for his/her level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman-level wage rate on the wage determination which provides for less than full fringe benefits for apprentices, in which case such trainees shall receive the same fringe benefits as apprentices.

(4) In the event the Employment and Training Administration withdraws approval of a training program, the contractor or subcontractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c**.** Helpers**:**

Helpers will be permitted to work on a project if the helper classification is specified and defined on the applicable wage determination or is approved pursuant to the conformance procedure set forth in Section IV.2. Any worker listed on a payroll at a helper wage rate, who is not a helper under an approved definition, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed.

5. **Apprentices and Trainees (Programs of the U.S. DOT):**
Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

6. **Withholding:**
The SHA shall upon its own action or upon written request of an authorized representative of the DOL withhold, or cause to be withheld, from the contractor or subcontractor under this contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to Davis-Bacon prevailing wage

requirements which is held by the same prime contractor, as much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the SHA contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

7. **Overtime Requirements:**
No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers, mechanics, watchmen, or guards (including apprentices, trainees, and helpers described in paragraphs 4 and 5 above) shall require or permit any laborer, mechanic, watchman, or guard in any workweek in which he/she is employed on such work, to work in excess of 40 hours in such workweek unless such laborer, mechanic, watchman, or guard receives compensation at a rate not less than one-and-one-half times his/her basic rate of pay for all hours worked in excess of 40 hours in such workweek.

8. **Violation:**
Liability for Unpaid Wages; Liquidated Damages: In the event of any violation of the clause set forth in paragraph 7 above, the contractor and any subcontractor responsible thereof shall be liable to the affected employee for his/her unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory) for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer, mechanic, watchman, or guard employed in violation of the clause set forth in paragraph 7, in the sum of $10 for each calendar day on which such employee was required or permitted to work in excess of the standard work week of 40 hours without payment of the overtime wages required by the clause set forth in paragraph 7.

9. **Withholding for Unpaid Wages and Liquidated Damages:**
The SHA shall upon its own action or upon written request of any authorized representative of the DOL withhold, or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 8 above.

V. STATEMENTS AND PAYROLLS

(Applicable to all Federal-aid construction contracts exceeding $2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural collectors, which are exempt.)

1. Compliance with Copeland Regulations (29 CFR 3):

The contractor shall comply with the Copeland Regulations of the Secretary of Labor which are herein incorporated by reference.

2. Payrolls and Payroll Records:

a. Payrolls and basic records relating thereto shall be maintained by the contractor and each subcontractor during the course of the work and preserved for a period of 3 years from the date of completion of the contract for all laborers, mechanics, apprentices, trainees, watchmen, helpers, and guards working at the site of the work.

b. The payroll records shall contain the name, social security number, and address of each such employee; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalent thereof the types described in Section 1(b)(2)(B) of the Davis Bacon Act); daily and weekly number of hours worked; deductions made; and actual wages paid. In addition, for Appalachian contracts, the payroll records shall contain a notation indicating whether the employee does, or does not, normally reside in the labor area as defined in Attachment A, paragraph 1. Whenever the Secretary of Labor, pursuant to Section IV, paragraph 3b, has found that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in Section 1(b)(2)(B) of the Davis Bacon Act, the contractor and each subcontractor shall maintain records which show

that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, that the plan or program has been communicated in writing to the laborers or mechanics affected, and show the cost anticipated or the actual cost incurred in providing benefits. Contractors or subcontractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprentices and trainees, and ratios and wage rates prescribed in the applicable programs.

c. Each contractor and subcontractor shall furnish, each week in which any contract work is performed, to the SHA resident engineer a payroll of wages paid each of its employees (including apprentices, trainees, and helpers, described in Section IV, paragraphs 4 and 5, and watchmen and guards engaged on work during the preceding weekly payroll period). The payroll submitted shall set out accurately and completely all of the information required to be maintained under paragraph 2b of this Section V. This information may be submitted in any form desired. Optional Form WH-347 is available for this purpose and may be purchased from the Superintendent of Documents (Federal stock number 029-005-0014-1), U.S. Government Printing Office, Washington, D.C. 20402. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors.

d. Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his/her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) that the payroll for the payroll period contains the information required to be maintained under paragraph 2b of this Section V and that such information is correct and complete;

(2) that such laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in the Regulations, 29 CFR 3;

(3) that each laborer or mechanic has been paid not less that the applicable wage rate and fringe benefits or cash equivalent for the classification of worked performed, as specified in the applicable wage determination incorporated into the contract.

e. The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 2d of this Section V.

f. The falsification of any of the above certifications may subject the contractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 231.

g. The contractor or subcontractor shall make the records required under paragraph 2b of this Section V available for inspection, copying, or transcription by authorized representatives of the SHA, the FHWA, or the DOL, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the SHA, the FHWA, the DOL, or all may, after written notice to the contractor, sponsor, applicant, or owner, take such actions as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

VI. RECORD OF MATERIALS, SUPPLIES, AND LABOR

(As of May, 22, 2007, this form is no longer required by FHWA.)

VII. SUBLETTING OR ASSIGNING THE CONTRACT

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the State. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635).

a. "Its own organization" shall be construed to include only workers employed and paid directly by the prime contractor and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor, assignee, or agent of the prime contractor.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph 1 of Section VII is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the SHA contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the SHA contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the SHA has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

VIII. SAFETY - ACCIDENT PREVENTION

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the SHA contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

IX. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, the following notice shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

Notice To All Personnel Engaged On Federal-Aid Highway Projects

18 U.S.C. 1020 READS AS FOLLOWS:

"Whoever being an officer, agent, or employee of the United States, or any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined not more that $10,000 or imprisoned not more than 5 years or both."

X. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $100,000 or more.)

By submission of this bid or the execution of this contract, or subcontract, as appropriate, the bidder, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any facility that is or will be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Pub.L. 91-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq., as amended by Pub.L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 CFR 15) is not listed, on the date of contract award, on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities pursuant to 40 CFR 15.20.

2. That the firm agrees to comply and remain in compliance with all the requirements of Section 114 of the Clean Air Act and Section 308 of the Federal Water Pollution Control Act and all regulations and guidelines listed thereunder.

3. That the firm shall promptly notify the SHA of the receipt of any communication from the Director, Office of Federal Activities, EPA, indicating that a facility that is or will be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

4. That the firm agrees to include or cause to be included the requirements of paragraph 1 through 4 of this Section X in every nonexempt subcontract, and further agrees to take such action as the government may direct as a means of enforcing such requirements.

XI. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

1. Instructions for Certification - Primary Covered Transactions:
(Applicable to all Federal-aid contracts - 49 CFR 29)

a. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause of default.

d. The prospective primary participant shall provide immediate written notice to the department or agency to whom this proposal is submitted if any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is submitted for assistance in obtaining a copy of those regulations.

f. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the nonprocurement portion of the "Lists of Parties Excluded From Federal Procurement or Nonprocurement Programs" (Nonprocurement List) which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph f of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion — Primary Covered Transactions:

a. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

(2) Have not within a 3-year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1b of this certification; and

(4) Have not within a 3-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. Instructions for Certification - Lower Tier Covered Transactions:
(Applicable to all subcontracts, purchase orders and other lower tier transactions of $25,000 or more - 49 CFR 29)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "primary covered transaction," "participant," "person," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

4. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion — Lower Tier Covered Transactions:

a. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

b. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

XII. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

(Applicable to all Federal-aid construction contracts and to all related subcontracts which exceed $100,000 - 49 CFR 20)

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

   a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

   b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

3. The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such recipients shall certify and disclose accordingly.

FEDERAL-AID FEMALE AND MINORITY GOALS

In accordance with Section II, "Nondiscrimination," of "Required Contract Provisions Federal-aid Construction Contracts" the following are the goals for female utilization:

Goal for Women (applies nationwide).....(percent) 6.9

The following are goals for minority utilization:

CALIFORNIA ECONOMIC AREA

		Goal (Percent)
174	**Redding, CA:**	
	Non-SMSA Counties	6.8
	CA Lassen; CA Modoc;CA Plumas;CA Shasta; CA Siskiyou; CA Tehama.	
175	**Eureka, CA**	
	Non-SMSA Counties	6.6
	CA Del Norte; CA Humboldt; CA Trinity.	
176	**San Francisco-Oakland-San Jose, CA:**	
	SMSA Counties:	
	7120 Salinas-Seaside-Monterey, CA	28.9
	CA Monterey.	
	7360 San Francisco-Oakland	25.6
	CA Alameda; CA Contra Costa; CA Marin; CA San Francisco; CA San Mateo.	
	7400 San Jose, CA	19.6
	CA Santa Clara.	
	7485 Santa Cruz, CA.	14.9
	CA Santa Cruz.	
	7500 Santa Rosa, CA	9.1
	CA Sonoma.	
	8720 Vallejo-Fairfield- Napa, CA	17.1
	CA Napa; CA Solano	
	Non-SMSA Counties	23.2
	CA Lake; CA Mendocino; CA San Benito	
177	**Sacramento, CA**:	
	SMSA Counties:	
	6920 Sacramento, CA	16.1
	CA Placer; CA Sacramento; CA Yolo.	
	Non-SMSA Counties	14.3
	CA Butte; CA Colusa; CA El Dorado; CA Glenn; CA Nevada; CA Sierra; CA Sutter; CA Yuba.	
178	**Stockton-Modesto, CA:**	
	SMSA Counties:	
	5170 Modesto, CA	12.3
	CA Stanislaus.	
	8120 Stockton, CA	24.3
	CA San Joaquin.	
	Non-SMSA Counties	19.8
	CA Alpine; CA Amador; CA Calaveras; CA Mariposa;CA Merced; CA Tuolumne.	

		Goal (Percent)
179	**Fresno-Bakersfield, CA**	
	SMSA Counties:	
	0680 Bakersfield, CA	19.1
	CA Kern.	
	2840 Fresno, CA	26.1
	CA Fresno.	
	Non-SMSA Counties	23.6
	CA Kings; CA Madera; CA Tulare.	
180	**Los Angeles, CA:**	
	SMSA Counties:	
	0360 Anaheim-Santa Ana-Garden Grove, CA	11.9
	CA Orange.	
	4480 Los Angeles-Long Beach, CA	28.3
	CA Los Angeles.	
	6000 Oxnard-Simi Valley-Ventura, CA	21.5
	CA Ventura.	
	6780 Riverside-San Bernardino-Ontario, CA.	19.0
	CA Riverside; CA San Bernardino.	
	7480 Santa Barbara-Santa Maria-Lompoc, CA	19.7
	CA Santa Barbara.	
	Non-SMSA Counties	24.6
	CA Inyo; CA Mono; CA San Luis Obispo.	
181	**San Diego, CA:**	
	SMSA Counties	
	7320 San Diego, CA.	16.9
	CA San Diego.	
	Non-SMSA Counties	18.2
	CA Imperial.	

In addition to the reporting requirements set forth elsewhere in this contract the Contractor and subcontractors holding subcontracts, not including material suppliers, of $10,000 or more, shall submit for every month of July during which work is performed, employment data as contained under Form FHWA PR-1391 (Appendix C to 23 CFR, Part 230), and in accordance with the instructions included thereon.

FEDERAL REQUIREMENT TRAINING SPECIAL PROVISIONS

As part of the Contractor's equal employment opportunity affirmative action program, training shall be provided as follows:

The Contractor shall provide on-the-job training to develop full journeymen in the types of trades or job classification involved.

The goal for the number of trainees or apprentices to be trained under the requirements of this special provision will be 6.

In the event the Contractor subcontracts a portion of the contract work, he shall determine how many, if any, of the trainees or apprentices are to be trained by the subcontractor, provided however, that the Contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The Contractor shall also insure that this Training Special Provision is made applicable to such subcontract. Where feasible, 25 percent of trainees or apprentices in each occupation shall be in their first year of apprenticeship or training.

The number of trainees or apprentices shall be distributed among the work classifications on the basis of the Contractor's needs and the availability of journeymen in the various classifications within a reasonable area of recruitment. Prior to commencing work, the Contractor shall submit to the Department for approval the number of trainees or apprentices to be trained in each selected classification and training program to be used. Furthermore, the Contractor shall specify the starting time for training in each of the classifications. The Contractor will be credited for each trainee or apprentice employed by him on the contract work who is currently enrolled or becomes enrolled in an approved program and will be reimbursed for such trainees or apprentices as provided hereinafter.

Training and upgrading of minorities and women toward journeymen status is a primary objective of this Training Special Provision. Accordingly, the Contractor shall make every effort to enroll minority and women trainees or apprentices (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees or apprentices) to the extent such persons are available within a reasonable area of recruitment. The Contractor will be responsible for demonstrating the steps that he has taken in pursuance thereof, prior to a determination as to whether the Contractor is in compliance with this Training Special Provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

No employee shall be employed as a trainee or apprentice in any classification in which he has successfully completed a training course leading to journeyman status or in which he has been employed as a journeyman. The Contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used the Contractor's records should document the findings in each case.

The minimum length and type of training for each classification will be as established in the training program selected by the Contractor and approved by both the Department and the Federal Highway Administration. The Department and the Federal Highway Administration will approve a program if it is reasonably calculated to meet the equal employment opportunity obligations of the Contractor and to qualify the average trainee or apprentice for journeyman status in the classification concerned by the end of the training period. Furthermore, apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with the State of California, Department of Industrial Relations, Division of Apprenticeship Standards recognized by the Bureau and training programs approved but not necessarily sponsored by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training shall also be considered acceptable provided it is being administered in a manner consistent with the equal employment obligations of Federal-aid highway construction contracts. Approval or acceptance of a training program shall be obtained from the State prior to commencing work on the classification covered by the program. It is the intention of these provisions that training is to be provided in the construction crafts rather than clerk-typists or secretarial-type positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc., where the training is oriented toward construction applications. Training in the laborer classification may be permitted provided that significant and meaningful training is provided and approved by the division office. Some offsite training is permissible as long as the training is an integral part of an approved training program and does not comprise a significant part of the overall training.

Except as otherwise noted below, the Contractor will be reimbursed 80 cents per hour of training given an employee on this contract in accordance with an approved training program. As approved by the Engineer, reimbursement will be made for training of persons in excess of the number specified herein. This reimbursement will be made even though the Contractor receives additional training program funds from other sources, provided such other source does not specifically prohibit the Contractor from receiving other reimbursement. Reimbursement for offsite training indicated above may only be made to the Contractor where he does one or more of the following and the trainees or apprentices are concurrently employed on a Federal-aid project; contributes to the cost of the training, provides the instruction to the trainee or apprentice or pays the trainee's or apprentice's wages during the offsite training period.

No payment shall be made to the Contractor if either the failure to provide the required training, or the failure to hire the trainee or apprentice as a journeyman, is caused by the Contractor and evidences a lack of good faith on the part of the Contractor in meeting the requirements of this Training Special Provision. It is normally expected that a trainee or apprentice will begin his training on the project as soon as feasible after start of work utilizing the skill involved and remain on the

project as long as training opportunities exist in his work classification or until he has completed his training program. It is not required that all trainees or apprentices be on board for the entire length of the contract. A Contractor will have fulfilled his responsibilities under this Training Special Provision if he has provided acceptable training to the number of trainees or apprentices specified. The number trained shall be determined on the basis of the total number enrolled on the contract for a significant period.

Only trainees or apprentices registered in a program approved by the State of California's State Administrator of Apprenticeship may be employed on the project and said trainees or apprentices shall be paid the standard wage specified under the regulations of the craft or trade at which they are employed.

The Contractor shall furnish the trainee or apprentice a copy of the program he will follow in providing the training. The Contractor shall provide each trainee or apprentice with a certification showing the type and length of training satisfactorily completed.

The Contractor will provide for the maintenance of records and furnish periodic reports documenting his performance under this Training Special Provision.