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PREPARED BY: CLH and VAZ



Matlacha Fishing Pier

TECHNICAL SPECIFICATIONS PACKAGE

Bid Number:

DISTRICT ONE

LEE COUNTY

The 2019 Edition of the Florida Department of Transportation Standard Specifications is revised as follows:

I hereby certify that this specifications package has been properly prepared by me, or under my responsible charge, in accordance with procedures adopted by the Florida Department of Transportation.

The official record of this package has been electronically signed and sealed using a Digital Signature as required by 61G15-23.004 F.A.C. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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This item has been digitally signed and sealed by Vincent A. Zaliauskas, P.E.

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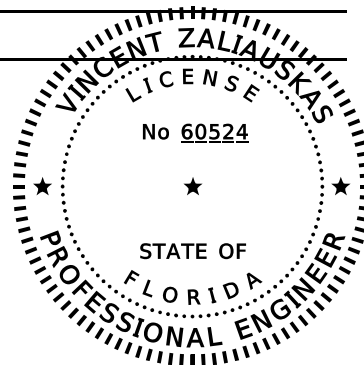


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SECTION 101 MOBILIZATION

101-1 Description.

Perform preparatory work and operations in mobilizing for beginning work on the project, including, but not limited to, those operations necessary for the movement of personnel, equipment, supplies, and incidentals to the project site and for the establishment of temporary offices, buildings, safety equipment and first aid supplies, and sanitary and other facilities.

Include the costs of bonds and any required insurance and any other preconstruction expense necessary for the start of the work, excluding the cost of construction materials.

101-2 Basis of Payment.

101-2.1 When a Separate Item is Included in the Proposal: When the proposal includes a separate item of payment for this work, the work and incidental costs specified as being covered under this Section will be paid for at the Contract lump sum price for the item of Mobilization.

Payment will be made under:

Item No. 101- 1- Mobilization -lump sum.

101-2.2 Partial Payments: When the proposal includes a separate pay item for Mobilization and the Notice to Proceed has been issued, partial payments will be made in accordance with the following:

For contracts of 120 contract days duration or less, partial payment will be made at 50% of the bid price per month for the first two months. For contracts in excess of 120 contract days duration, partial payment will be made at 25% of the bid price per month for the first four months. In no event shall more than 50% of the bid price be paid prior to commencing construction on the project site.

Total partial payments for Mobilization on any project, including when more than one project or job is included in the Contract, will be limited to 10% of the original Contract amount for that project. Any remaining amount will be paid upon completion of all work on the Contract.

Retainage, as specified in 9-5, will be applied to all partial payments.

Partial payments made on this item will in no way act to preclude or limit any of the provisions for partial payments otherwise provided for by the Contract.

101-2.3 When No Separate Item is Included in the Proposal: When the proposal does not include a separate item for Mobilization, all work and incidental costs specified as being covered under this Section will be included for payment under the several scheduled items of the overall Contract, and no separate payment will be made therefore.

SECTION 104
PREVENTION, CONTROL, AND ABATEMENT OF
EROSION AND WATER POLLUTION

104-1 Description.

Provide erosion control measures on the project and in areas outside the right-of-way where work is accomplished in conjunction with the project, so as to prevent pollution of water, detrimental effects to public or private property adjacent to the project right-of-way and damage to work on the project. Construct and maintain temporary erosion control features or, where practical, construct and maintain permanent erosion control features as shown in the Plans or as may be directed by the Engineer.

104-2 General.

Coordinate the installation of temporary erosion control features with the construction of the permanent erosion control features to the extent necessary to ensure economical, effective, and continuous control of erosion and water pollution throughout the life of the Contract.

Due to unanticipated conditions, the Engineer may direct the use of control features or methods other than those included in the original Contract. In such event, the Department will pay for this additional work as unforeseeable work.

104-3 Control of Contractor's Operations Which May Result in Water Pollution.

Prevent pollution of streams, canals, lakes, reservoirs, and other water impoundments with fuels, oils, bitumens, calcium chloride, or other harmful materials. Also, conduct and schedule operations to avoid or otherwise minimize pollution or siltation of such water impoundments, and to avoid interference with movement of migratory fish. Do not dump any residue from dust collectors or washers into any live stream.

Restrict construction operations in rivers, streams, lakes, tidal waters, reservoirs, canals, and other water impoundments to those areas where it is necessary to perform filling or excavation to accomplish the work shown in the Plans and to those areas which must be entered to construct temporary or permanent structures. As soon as conditions permit, promptly clear rivers, streams, and impoundments of all obstructions placed therein or caused by construction operations.

Do not frequently ford live streams with construction equipment. Wherever an appreciable number of stream crossings are necessary at any one location, use a temporary bridge or other structure.

Except as necessary for construction, do not deposit excavated material in rivers, streams, canals, or impoundments, or in a position close enough thereto, to be washed away by high water or runoff.

Where pumps are used to remove highly turbid waters from enclosed construction areas such as cofferdams or forms, treat the water by one or more of the following methods prior to discharge into State waters: pumping into grassed swales or appropriate vegetated areas or sediment basins, or confined by an appropriate enclosure such as turbidity barriers when other methods are not considered appropriate.

Do not disturb lands or waters outside the limits of construction as staked, except as authorized by the Engineer.

Obtain the Engineer's approval for the location of, and method of operation in, borrow pits, material pits, and disposal areas furnished for waste material from the project (other than commercially operated sources) such that erosion during and after completion of the work will not result in probability of detrimental siltation or water pollution.

104-4 Materials for Temporary Erosion Control.

The Engineer will not require testing of materials used in construction of temporary erosion control features other than as provided for geotextile fabric in 985-3 unless such material is to be incorporated into the completed project. When no testing is required, the Engineer will base acceptance on visual inspection.

The Contractor may use new or used materials for the construction of temporary silt fence, staked turbidity barriers, and floating turbidity barrier not to be incorporated into the completed project, subject to the approval of the Engineer.

104-5 Preconstruction Requirements.

Prior to the Preconstruction Conference, submit to the Department an Erosion Control Plan meeting the requirements or special conditions of all permits authorizing project construction. If no permits are required or the approved permits do not contain special conditions or specifically address erosion and water pollution, the project Erosion Control Plan will be governed by 7-1.1, 7-2.2, 7-8.1, 7-8.2, and Section 104.

When a DEP generic permit is issued, the Contractor's Erosion Control Plan shall be prepared to accompany the Department's Stormwater Pollution Prevention Plan (SWPPP). Ensure the Erosion Control Plan includes procedures to control off-site tracking of soil by vehicles and construction equipment and a procedure for cleanup and reporting of non-storm water discharges, such as contaminated groundwater or accidental spills. Do not begin any soil disturbing activities until Department approval of the Contractor's Erosion Control Plan, including required signed certification statements have been submitted to the Department.

Failure to sign and submit any required documents or certification statements will be considered a default of the Contract. Any soil disturbing activities performed without the required signed documents or certification statements may be considered a violation of the DEP Generic Permit.

When the SWPPP is required, prepare the Erosion Control Plan in accordance with the planned sequence of operations and present in a format acceptable to the Department. The Erosion Control Plan shall describe, but not be limited to, the following items or activities:

1. For each phase of construction operations or activities, supply the following information:
 - a. Locations of all erosion control devices
 - b. Types of all erosion control devices
 - c. Estimated time erosion control devices will be in operation
 - d. Monitoring schedules for maintenance of erosion control devices
 - e. Methods of maintaining erosion control devices
 - f. Containment or removal methods for pollutants or hazardous wastes
2. The name and telephone number of the person responsible for monitoring and maintaining the erosion control devices.
3. Submit for approval the Erosion Control Plans meeting paragraphs 3a, 3b, or 3c below:

a. Projects permitted by the Southwest Florida Water Management District (SWFWMD), require the following:

Submit the Erosion Control Plan to the Engineer for review and to the appropriate SWFWMD Office for review and approval. Include the SWFWMD permit number on all submitted data or correspondence.

The Contractor may schedule a meeting with the appropriate SWFWMD Office to discuss his Erosion Control Plan in detail, to expedite the review and approval process. Advise the Engineer of the time and place of any meetings scheduled with SWFWMD.

Do not begin construction activities until the Erosion Control Plan receives written approval from both SWFWMD and the Engineer.

b. Projects permitted by the South Florida Water Management District or the St. Johns River Water Management District, require the following:

Obtain the Engineer's approval of the Erosion Control Plan.

Do not begin construction activities until the Erosion Control Plan receives written approval from the Engineer.

c. Projects authorized by permitting agencies other than the Water Management Districts or projects for which no permits are required require the following:

The Engineer will review and approve the Contractor's Erosion Control Plan.

Do not begin construction activities until the Erosion Control Plan receives written approval from the Engineer.

Comply with the approved Erosion Control Plan.

104-6 Construction Requirements.

104-6.1 Limitation of Exposure of Erodible Earth: The Engineer may limit the surface areas of unprotected erodible earth exposed by the construction operation and may direct the Contractor to provide erosion or pollution control measures to prevent contamination of any river, stream, lake, tidal waters, reservoir, canal, or other water impoundments or to prevent detrimental effects on property outside the project right-of-way or damage to the project. Limit the area in which excavation and filling operations are being performed so that it does not exceed the capacity to keep the finish grading, turf, sod, and other such permanent erosion control measures current in accordance with the accepted schedule.

Do not allow the surface area of erodible earth that clearing and grubbing operations or excavation and filling operations expose to exceed 750,000 square feet without specific prior approval by the Engineer. This limitation applies separately to clearing and grubbing operations and excavation and filling operations.

The Engineer may increase or decrease the amount of surface area the Contractor may expose at any one time.

104-6.2 Incorporation of Erosion and Sediment Control Features: Incorporate permanent erosion control features into the project at the earliest practical time. Use temporary erosion and sediment control features found in the State of Florida Erosion and Sediment Control Designer and Reviewer Manual (E&SC Manual) to correct conditions that develop during construction which were not foreseen at the time of design, to control erosion and sediment prior to the time it is practical to construct permanent control features, or to provide immediate

temporary control of erosion and sediment that develops during normal construction operations, which are not associated with permanent erosion control features on the project. An electronic version of the E&SC Manual can be found at the following URL:

<http://www.fdot.gov/programmanagement/Implemented/URLinSpecs/FLERosionSedimentManual.shtm>

Install all sediment control devices in a timely manner to ensure the control of sediment and the protection of lakes, streams, gulf or ocean waters, or any wetlands associated therewith and to any adjacent property outside the right-of-way as required.

Complete the installation of sediment control devices prior to the commencement of any earthwork.

After installation of sediment control devices, repair portions of any devices damaged at no expense to the Department. The Engineer may authorize temporary erosion and sediment control features when finished soil layer is specified in the Contract and the limited availability of that material from the grading operations will prevent scheduled progress of the work or damage the permanent erosion control features.

104-6.3 Scheduling of Successive Operations: Schedule operations such that the area of unprotected erodible earth exposed at any one time is not larger than the minimum area necessary for efficient construction operations, and the duration of exposure of uncompleted construction to the elements is as short as practicable.

Schedule and perform clearing and grubbing so that grading operations can follow immediately thereafter. Schedule and perform grading operations so that permanent erosion control features can follow immediately thereafter if conditions on the project permit.

104-6.4 Details for Temporary Erosion and Sediment Control Features:

104-6.4.1 General: Use temporary erosion, sediment and water pollution control features found in the E&SC Manual. These features consist of, but are not limited to, temporary turf, rolled erosion control products, sediment containment systems, runoff control structures, sediment barriers, inlet protection systems, silt fences, turbidity barriers, and chemical treatment. For design details for some of these items, refer to the Standard Plans and E&SC Manual.

104-6.4.2 Temporary Turf: The Engineer may designate certain areas of turf or sod constructed in accordance with Section 570 as temporary erosion control features. For areas not defined as sod, constructing temporary turf by seeding only is not an option for temporary erosion control under this Section. The Engineer may waive the turf establishment requirements of Section 570 for areas with temporary turf that will not be a part of the permanent construction.

104-6.4.3 Runoff Control Structures: Construct runoff control structures in accordance with the details shown in the Plans, the E&SC Manual, or as may be approved as suitable to adequately perform the intended function.

104-6.4.4 Sediment Containment Systems: Construct sediment containment systems in accordance with the details shown in the Plans, the E&SC Manual, or as may be approved as suitable to adequately perform the intended function. Clean out sediment containment systems as necessary in accordance with the Plans or as directed.

104-6.4.5 Sediment Barriers: Provide and install sediment barriers according to details shown in the Plans, as directed by the Engineer, or as shown in the E&SC Manual to protect against downstream accumulation of sediment. Sediment Barriers include, but are not limited to synthetic bales, silt fence, fiber logs and geosynthetic barriers. Reusable barriers that

have had sediment deposits removed may be reinstalled on the project as approved by the Engineer.

104-6.4.6 Silt Fence:

104-6.4.6.1 General: Furnish, install, maintain, and remove silt fences, in accordance with the manufacturer's directions, these Specifications, the details as shown in the Plans, the Standard Plans, and the E&SC Manual.

104-6.4.6.2 Materials and Installation: Use a geotextile fabric made from woven or nonwoven fabric, meeting the physical requirements of Section 985 according to those applications for erosion control.

Choose the type and size of posts, wire mesh reinforcement (if required), and method of installation. Do not use products which have a separate layer of plastic mesh or netting. Provide a durable and effective silt fence that controls sediment comparable to the Standard Plans and the E&SC Manual.

Erect silt fence at upland locations, across ditchlines and at temporary locations shown in the Plans or approved by the Engineer where continuous construction activities change the natural contour and drainage runoff. Do not attach silt fence to existing trees unless approved by the Engineer.

104-6.4.6.3 Inspection and Maintenance: Inspect all silt fences immediately after each rainfall and at least daily during prolonged rainfall. Immediately correct any deficiencies. In addition, make a daily review of the location of silt fences in areas where construction activities have changed the natural contour and drainage runoff to ensure that the silt fences are properly located for effectiveness. Where deficiencies exist, install additional silt fences as directed by the Engineer.

Remove sediment deposits when the deposit reaches approximately 1/2 of the volume capacity of the silt fence or as directed by the Engineer. Dress any sediment deposits remaining in place after the silt fence is no longer required to conform with the finished grade, and prepare and seed them in accordance with Section 570.

104-6.4.7 Floating Turbidity Barriers and Staked Turbidity Barriers: Install, maintain, and remove turbidity barriers to contain turbidity that may occur as the result of dredging, filling, or other construction activities which may cause turbidity to occur in the waters of the State. The Contractor may need to deploy turbidity barriers around isolated areas of concern such as seagrass beds, coral communities, etc. both within as well as outside the right-of-way limits. The Engineer will identify such areas. Place the barriers prior to the commencement of any work that could impact the area of concern. Install the barriers in accordance with the details shown in the Plans or as approved by the Engineer. Ensure that the type barrier used and the deployment and maintenance of the barrier will minimize dispersion of turbid waters from the construction site. The Engineer may approve alternate methods or materials.

Operate turbidity barriers in such a manner to avoid or minimize the degradation of the water quality of the surrounding waters and minimize damage to areas where floating barriers installed.

104-6.4.8 Inlet Protection System: Furnish and install inlet protection systems as shown in the Plans, the Standard Plans and the E&SC Manual.

104-6.4.9 Rolled Erosion Control Products (RECPs):

104-6.4.9.1 General: Install RECPs in locations where temporary protection from erosion is needed. Two situations occur that require artificial coverings. The two situations have differing material requirements, which are described below.

1. Use RECPs composed of natural or synthetic fiber mats, plastic sheeting, or netting as protection against erosion, when directed by the Engineer, during temporary pauses in construction caused by inclement weather or other circumstances. Remove the material when construction resumes.

2. Use RECPs as erosion control blankets, at locations shown in the Plans, to facilitate plant growth while permanent grassing is being established. For the purpose described, use non-toxic, biodegradable, natural or synthetic woven fiber mats. Install erosion control blankets capable of sustaining a maximum design velocity of 6.5 ft/sec as determined from tests performed by Utah State University, Texas Transportation Institute or an independent testing laboratory approved by the Department. Submit to the Engineer, certified test reports from the manufacturer showing that the erosion control blankets meet the requirements of this Specification. Certification must be attested, by a person having legal authority to bind the manufacturing company. Also, furnish two 4 by 8 inch samples for product identification. The manufacturers test records shall be made available to the Department upon request. Leave the material in place, as installed, to biodegrade.

104-6.4.10 Chemical Treatment: Provide chemical treatment in accordance with the E&SC Manual. Chemical treatment may be used to clarify turbid or sediment laden water that does not yet meet state water quality standards or as an amendment to other erosion prevention and sediment control products to aid in their performance. The contractor must provide all of the required toxicity testing information in accordance with the E&SC Manual to the Engineer for review and acceptance prior to using any chemical treatment on the project site.

104-6.5 Removal of Temporary Erosion Control Features: In general, remove or incorporate into the soil any temporary erosion control features existing at the time of construction of the permanent erosion control features in an area of the project in such a manner that no detrimental effect will result. The Engineer may direct that temporary features be left in place.

104-7 Maintenance of Erosion and Sediment Control Features.

104-7.1 General: Provide routine maintenance of permanent and temporary erosion and sediment control features, at no expense to the Department, until the project is complete and accepted. If reconstruction of such erosion and sediment control features is necessary due to the Contractor's negligence or carelessness or, in the case of temporary erosion and sediment control features, failure by the Contractor to install permanent erosion control features as scheduled, the Contractor shall replace such erosion control features at no expense to the Department. If reconstruction of permanent or temporary erosion and sediment control features is necessary due to factors beyond the control of the Contractor, the Department will pay for replacement under the appropriate Contract pay item or items.

Inspect all erosion and sediment control features at least once every seven calendar days and within 24 hours of the end of a storm of 0.50 inches or greater. Maintain all erosion control features as required in the Stormwater Pollution Prevention Plan, Contractor's Erosion Control Plan and as specified in the State of Florida Department of Environmental

Protection Generic Permit for Stormwater Discharge from Large and Small Construction Activities.

104-8 Protection During Suspension of Contract Time.

If it is necessary to suspend the construction operations for any appreciable length of time, shape the top of the earthwork in such a manner to permit runoff of rainwater, and construct earth berms along the top edges of embankments to intercept runoff water. Provide temporary slope drains to carry runoff from cuts and embankments that are in the vicinity of rivers, streams, canals, lakes, and impoundments. Locate slope drains at intervals of approximately 500 feet, and stabilize them by paving or by covering with waterproof materials. Should such preventive measures fail, immediately take such other action as necessary to effectively prevent erosion and siltation. The Engineer may direct the Contractor to perform, during such suspensions of operations, any other erosion and sediment control work deemed necessary.

104-9 Method of Measurement.

When separate items for temporary erosion control features are included in the Contract, the quantities to be paid for will be:

1. the area, in square yards, of rolled erosion control products;
2. the length, in feet, of runoff control structures, measured along the surface of the work constructed;
3. the number of sediment containment systems constructed and accepted;
4. the number of sediment containment system cleanouts accomplished and accepted
5. the length, in feet, of sediment barriers;
6. the length, in feet, of floating turbidity barrier;
7. the length, in feet, of staked turbidity barrier;
8. the number of inlet protection systems;
9. the area, in square yards, of chemical treatment.
10. the number of floc logs or drums of product for chemical treatment.

Upon acceptance by the Engineer, the quantity of floating turbidity barriers, sediment barriers, staked turbidity barriers, and inlet protection devices will be paid for regardless of whether materials are new, used, or relocated from a previous installation on the project.

104-10 Basis of Payment.

Prices and payments will be full compensation for all work specified in this Section, including construction and routine maintenance of temporary erosion control features.

Any additional costs resulting from compliance with the requirements of this Section, other than construction, routine maintenance, and removal of temporary erosion control features, will be included in the Contract unit prices for the item or items to which such costs are related. The work of performance turf designated as a temporary erosion control feature in accordance with 104-6.4.2 will be paid for under the appropriate pay items specified in the Contract Documents.

Separate payment will not be made for the cost of constructing temporary earth berms along the edges of the roadways to prevent erosion during grading and subsequent operations. The Contractor shall include these costs in the Contract prices for grading items.

Additional temporary erosion control features constructed as directed by the Engineer will be paid for as unforeseeable work.

In case of repeated failure on the part of the Contractor to control erosion, pollution, or siltation, the Engineer reserves the right to employ outside assistance or to use the Department's own forces to provide the necessary corrective measures. Any such costs incurred, including engineering costs, will be charged to the Contractor and appropriate deductions made from the monthly progress estimate.

Payment will be made under:

- Item No. 104- 1- Artificial Coverings/ Rolled Erosion Control Products - per square yard.
- Item No. 104- 6- Slope Drains (Temporary)/ Runoff Control Structures - per foot.
- Item No. 104- 7- Sediment Basins/ Containment Systems - each.
- Item No. 104- 9- Sediment Basin/ Containment system Cleanouts - each.
- Item No. 104- 10- Sediment Barriers – per foot
- Item No. 104- 11- Floating Turbidity Barrier - per foot.
- Item No. 104- 12- Staked Turbidity Barrier - per foot.
- Item No. 104- 18 Inlet Protection System – each.
- Item No. 104- 19 Chemical Treatment – per square yard.
- Item No. 104 – 20 Chemical Treatment (floc logs, drums of product) - each.

CLEARING CONSTRUCTION SITE

SECTION 110 CLEARING AND GRUBBING

110-1 Description.

Clear and grub within the areas shown in the Plans. Remove and dispose of all trees, stumps, roots and other such protruding objects, buildings, structures, appurtenances, existing flexible asphalt pavement, and other facilities necessary to prepare the area for the proposed construction. Remove and dispose of all product and debris not required to be salvaged or not required to complete the construction.

Perform miscellaneous work necessary for the complete preparation of the overall project site as specified in 110-10.

110-2 Standard Clearing and Grubbing.

110-2.1 Work Included: Completely remove and dispose of all buildings, timber, brush, trees, stumps, roots, rubbish, debris, existing flexible pavement and base, drainage structures, culverts, and pipes. Remove all other obstructions resting on or protruding through the surface of the existing ground and the surface of excavated areas.

Perform standard clearing and grubbing within the following areas:

1. All areas where excavation is to be done, including borrow pits, lateral ditches, right-of-way ditches, etc.
2. All areas where roadway embankments will be constructed.
3. All areas where structures will be constructed, including pipe culverts and other pipe lines.

110-2.2 Depths of Removal of Roots, Stumps, and Other Debris: In all areas where excavation is to be performed, or roadway embankments are to be constructed, remove roots and other debris to a depth of 12 inches below the ground surface. Remove roots and other debris from all excavated material to be used in the construction of roadway embankment or roadway base. Plow the surface to a depth of at least 6 inches, and remove all roots thereby exposed to a depth of at least 12 inches. Completely remove and dispose of all stumps within the roadway right-of-way.

Remove all roots, etc., protruding through or appearing on the surface of the completed excavation within the roadway area and for structures, to a depth of at least 12 inches below the finished excavation surface.

Remove or cut off all stumps, roots, etc., below the surface of the completed excavation in borrow pits, material pits, and lateral ditches.

In borrow and material pits, do not perform any clearing or grubbing within 3 feet inside the right-of-way line.

Within all other areas where standard clearing and grubbing is to be performed, remove roots and other debris projecting through or appearing on the surface of the original ground to a depth of 12 inches below the surface, but do not plow or harrow these areas.

110-2.4 Boulders: Remove any boulders encountered in the roadway excavation (other than as permitted under the provisions of 120-7.2) or found on the surface of the ground. When approved by the Engineer place boulders in neat piles inside the right of way. The Contractor

may stockpile boulders encountered in Department-furnished borrow areas, which are not suitable for use in the embankment construction, within the borrow area.

110-2.5 Asbestos Containing Materials (ACM) Not Identified Prior to the Work:

When encountering or exposing any condition indicating the presence of asbestos, cease operations immediately in the vicinity and notify the Engineer, in accordance with 110-6.5.

110-3 Selective Clearing and Grubbing.

110-3.1 General: Remove and dispose of vegetation, obstructions, etc., as shown in the Plans. Provide acceptable fill material, and grade and compact holes or voids created by the removal of the stumps. Perform all selective clearing and grubbing in accordance with ANSI A300.

No staging, storing, stockpiling, parking or dumping will be allowed in selective clearing and grubbing areas. Only mechanical equipment related to selective clearing and grubbing activities will be allowed in selective clearing and grubbing areas. Protect trees to remain from trunk, branch and root damage.

110-3.2 Trees to Remain: Protect trees as shown in the Plans or directed by the Engineer.

At the driplines of areas designated as trees to remain, construct a tree protection barrier in accordance with Standard Plans, Index 110-100.

When pruning cuts or root pruning to existing trees is shown in the Plans, work is to be supervised on site by an International Society of Arboriculture (ISA) Certified Arborist performed in accordance with ANSI A300.

110-3.3 Protection of Plant Preservation Areas: Areas to remain natural may be designated in the Plans. Protect these areas with a tree protection barrier in accordance with Standard Plans, Index 110-100. No clearing and grubbing, staging, storage, stockpiling, parking or dumping is allowed in these areas. Do not bring equipment into these areas.

110-4 Protection of Property Remaining in Place.

Protect property to remain in place in accordance with 7-11.

110-5 Removal of Buildings.

110-5.1 Parts to be Removed: Completely remove all parts of the buildings, including utilities, plumbing, foundations, floors, basements, steps, connecting concrete sidewalks or other pavement, septic tanks, and any other appurtenances, by any practical manner which is not detrimental to other property and improvements.

Remove utilities to the point of connection to the utility authority's cut-in. After removing the sewer connections to the point of cut-in, construct a concrete plug at the cut-in point, as directed by the Engineer, except where the utility owners may elect to perform their own plugging. Contact the appropriate utility companies prior to removal of any part of the building to ensure disconnection of services.

Submit demolition schedule 15 working days before beginning any demolition or renovation of a building.

110-5.2 Removal by Others: Where buildings within the area to be cleared and grubbed are so specified to be removed by others, remove and dispose of any foundations, curtain walls, concrete floors, basements or other foundation parts which might be left in place after such removal of buildings by others.

110-6 Removal of Existing Bridges.

110-6.1 General: The work under this Article includes bridges, as defined in 1-3.

Remove and dispose of the materials from existing bridges. Remove

1. those bridges and approach slabs, or portions of bridges, shown in the Plans to be removed,

2. those bridges and approach slabs, or portions of bridges, found within the limits of the area to be cleared and grubbed, and directed by the Engineer to be removed,

3. those bridges and approach slabs, or portion of bridges, which are necessary to be removed in order to complete the work, and

4. other appurtenances or obstructions which may be designated in the Contract Documents to be included as an item of payment for the work under this Article.

Submit schedule information and demolition plan for approval 15 working days before beginning any demolition or renovation of any structures.

110-6.2 Method of Removal:

110-6.2.1 General: Remove the structures in such a way so as to leave no obstructions to any proposed new bridge or to any waterways. Pull, cut off, or break off pilings to the requirements of the permit or other Contract Documents, or if not specified, not less than 2 feet below the finish ground line. In the event that the Plans indicate channel excavation to be done by others, consider the finish ground line as the limits of such excavation. For materials which are to remain the property of the Department or are to be salvaged for use in temporary bridges, avoid damage to such materials, and entirely remove all bolts, nails, etc. from timbers to be so salvaged. Mark structural steel members for identification as directed.

110-6.2.2 Removal of Steel Members with Hazardous Coatings: Submit to the Engineer for approval the “Contractor’s Lead in Construction Compliance Program”, QP2 certification from the Society for Protective Coatings (SSPC) from the firm actually removing and disposing of these steel members before any members are disturbed.

Vacuum power tool clean any coated steel member to bare metal as defined by SSPC-SP11 a minimum of 4 inches either side of any area to be heated (e.g. torch cutting, sawing, grinding, etc.) in accordance with 29 CFR 1926.354. Abrasive blasting is prohibited.

110-6.3 Partial Removal of Bridges: On concrete bridges to be partially removed and widened, remove concrete by manually or mechanically operated pavement breakers, by concrete saws, by chipping hammers, or by hydro-demolition methods. Do not use explosives. Where concrete is to be removed to neat lines, use concrete saws or hydro-demolition methods capable of providing a reasonably uniform cleavage face. If the equipment used will not provide a uniform cut without surface spalling, first score the outlines of the work with small trenches or grooves. For all demolition methods, submit for review and approval of the Engineer, a demolition plan that describes the method of removal, equipment to be used, types of rebar splices or couplers, and method of straightening or cutting rebar. In addition, for hydro-demolition, describe the method for control of water or slurry runoff and measures for safe containment of concrete fragments that are thrown out by the hydro-demolition machine.

110-6.4 Authority of U.S. Coast Guard: For bridges in navigable waters, when constructing the project under authority of a U.S. Coast Guard permit, the U.S. Coast Guard may inspect and approve the work to remove any existing bridges involved therein, prior to acceptance by the Department.

110-6.5 Asbestos Containing Materials (ACM) Not Identified Prior to the Work:

When encountering or exposing any condition indicating the presence of asbestos, cease operations immediately in the vicinity and notify the Engineer.

Make every effort to minimize the disturbance of the ACM. Immediately provide provisions for the health and safety of all jobsite personnel and the public that may be exposed to any ACM. Provisions shall meet all applicable Federal, State, and Local Rules and Regulations regarding potentially hazardous conditions due to ACM.

The Engineer will notify the District Contamination Impact Coordinator (DCIC) who will engage the services of the Department's Contamination Assessment/Remediation Contractor (CAR). Provide access to the potential contamination area. Preliminary investigation by the CAR Contractor will determine the course of action necessary for site security and the steps necessary to resolve the contamination issue.

The CAR Contractor will perform an asbestos survey to delineate the asbestos areas, and identify any staging or holding areas that will be needed for assessment or abatement of the asbestos material.

The CAR Contractor will maintain jurisdiction over activities within areas contaminated with ACM including staging and holding areas. The CAR Contractor will be responsible for the health and safety of workers within these delineated areas. Provide continuous access to these areas for the CAR Contractor and representatives of regulatory or enforcement agencies having jurisdiction.

Coordinate with the CAR Contractor and Engineer to develop a work plan with projected completion dates for the final resolution of the contamination, in coordination with any regulatory agencies as appropriate. Use the work plan and schedule as a basis for planning the completion of all work efforts. The Engineer may grant Contract Time extensions according to the provisions of 8-7.3.2.

Cooperate with the CAR Contractor to expedite integration of the CAR Contractor's operations into the construction project. Adjustments to quantities or to Contract unit prices will be made according to work additions or reductions on the part of the Prime Contractor in accordance with 4-3.

The Engineer will inform the Prime Contractor when operations may resume in the affected area.

110-7 Removal of Existing Concrete.

Remove and dispose of existing rigid portland cement concrete pavement, sidewalk, slope pavement, ditch pavement, curb, and curb and gutter, etc., where shown in the Plans.

Remove all gravity walls, noise/sound walls, retaining walls, MSE walls, perimeter walls, and roadway concrete barriers, where shown in the Plans. All ancillary elements of these concrete features being removed including, but not limited to, leveling pads, copings, reinforcing steel or straps, footings, etc, are incidental and included in the cost of the removal.

110-8 Ownership of Materials.

Except as may be otherwise specified in the Contract Documents, take ownership of all buildings, structures, appurtenances, and other materials removed and dispose of them in accordance with 110-9.

110-9 Disposal of Materials.

110-9.1 General: Either stack materials designated to remain the property of the Department in neat piles within the right-of-way, load onto the Department's vehicles, or deliver to location designated in the Plans.

Dispose of timber, stumps, brush, roots, rubbish, and other material resulting from clearing and grubbing in areas and by methods meeting the applicable requirements of all Federal, State and Local Rules and Regulations. Do not block waterways by the disposal of debris.

With the approval of the Engineer, wood chips may be evenly distributed to a depth of no more than one inch in designated areas in the Department's right-of-way.

110-9.2 Burning Debris: Where burning of such materials is permitted, perform all such burning in accordance with the applicable Federal, State and Local rules and regulations. Perform all burning at locations where trees and shrubs adjacent to the cleared area will not be harmed.

110-9.3 Timber and Crops: The Contractor may sell any merchantable timber, fruit trees, and crops that are cleared under the operations of clearing and grubbing for his own benefit, subject to the provisions of 7-1.2, which may require that the timber, fruit trees, or crops be burned at or near the site of their removal, as directed by the Engineer. The Contractor is liable for any claims which may arise pursuant to the provisions of this Subarticle.

110-9.4 Disposal of Treated Wood: Treated wood must be handled and disposed of properly during removal. Treated wood should not be cut or otherwise mechanically altered in a manner that would generate dust or particles without proper respiratory and dermal protection. The treated wood must be disposed of in at least a lined solid waste facility or through recycling/reuse. Treated wood shall not be disposed by burning or placement in a construction and demolition (C&D) debris landfill.

110-9.5 Hazardous Materials/Waste: Handle, transport, and dispose of hazardous materials/waste in accordance with all Federal, State, and Local Rules and Regulations including, but not limited to, the following:

1. SSPC Guide 7
2. Federal Water Pollution Control Act, and
3. Resource Conservation and Recover Act (RCRA).

Accept responsibility for the collection, sampling, classification, packaging, labeling, accumulation time, storage, manifesting, transportation, treatment and disposal of hazardous materials/waste, both solid and liquid. Separate all solid and liquid waste and collect all liquids used at hygiene stations and handle as hazardous materials/waste. Obtain written approval from the Engineer for all hazardous materials/waste stabilization methods before implementation.

Obtain an EPA/FDEP Hazardous Waste Identification Number (EPA/FDEP ID Number) before transporting and/or disposal of any hazardous materials/waste.

List the Department as the generator for hazardous materials/waste resulting from removal or demolition of Department materials.

Submit the following for the Engineers' approval before transporting, treatment or disposal of any hazardous materials/waste:

1. Name, address and qualifications of the transporter,
2. Name, address and qualifications of the treatment facility,
3. Proposed treatment and/or disposal of all Hazardous Materials/Waste.

4. EPA/FDEP Hazardous Waste Identification Number Application Form.
5. Manifest forms.

Transport all hazardous materials/waste in accordance with applicable Federal, State, and Local Rules and Regulations including, but not limited to, the 40 CFR 263 Standards. Submit all final Hazardous Materials/Waste manifest/bills of lading and certificates of disposal to the Engineer within 21 days of each shipment.

110-9.5.1 Steel Members with Hazardous Coating: Dispose of steel members with hazardous coating in one of the following manners:

1. Deliver the steel members and other hazardous waste to a licensed recycling or treatment facility capable of processing steel members with hazardous coating.
2. Deliver the steel members with hazardous coating to a site designated by the Engineer for use as an offshore artificial reef. Deliver any other hazardous materials/waste to a licensed hazardous materials/waste recycling treatment facility.

Dismantle and/or cut steel members to meet the required dimensions of the recycling facility, treatment facility or offshore artificial reef agency.

All compensation for the cost of removal and disposal of hazardous materials/waste will be included in the Cost of Removal of Existing Structures.

110-9.5.2 Certification of Compliance: Submit certification of Compliance from the firm actually removing and disposing of the hazardous materials/waste stipulating, the hazardous materials/waste has been handled, transported and disposed of in accordance with this Specification. The Certification of Compliance shall be attested to by a person having legal authority to bind the company.

Maintain all records required by this Specification and ensure these records are available to the Department upon request.

110-10 Miscellaneous Operations.

110-10.1 Water Wells Required to be Plugged: Fill or plug all water wells within the right-of-way, including areas of borrow pits and lateral ditches, that are not to remain in service, in accordance with applicable Federal, State, and Local Rules and Regulations.

Cut off the casing of cased wells at least 12 inches below the ground line or 12 inches below the elevation of the finished excavation surface, whichever is lower. Water wells, as referred to herein, are defined either as artesian or non-artesian, as follows:

1. An artesian well is an artificial hole in the ground from which water supplies may be obtained and which penetrates any water-bearing rock, the water in which is raised to the surface by natural flow or which rises to an elevation above the top of the water-bearing bed. Artesian wells are further defined to include all holes drilled as a source of water that penetrate any water-bearing beds that are a part of the artesian water system of Florida, as determined by representatives of the applicable Water Management District.

2. A non-artesian (water-table) well is a well in which the source of water is an unconfined aquifer. The water in a non-artesian well does not rise above the source bed.

110-10.2 Leveling Terrain: Within the areas between the limits of construction and the outer limits of clearing and grubbing, fill all holes and other depressions, and cut down all mounds and ridges. Make the area of a sufficient uniform contour so that the Department's subsequent mowing and cutting operations are not hindered by irregularity of terrain. Perform this work regardless of whether the irregularities were the result of construction operations or existed originally.

110-10.3 Mailboxes: When the Contract Documents require furnishing and installing mailboxes, permit each owner to remove the existing mailbox. Work with the Local Postmaster to develop a method of temporary mail service for the period between removal and installation of the new mailboxes. Install the mailboxes in accordance with the Standard Plans.

110-11 Method of Measurement.

110-11.1 Clearing and Grubbing: The quantity to be paid for will be the lump sum quantity.

110-11.2 Selective Clearing and Grubbing: The quantity to be paid will be the plan quantity area in acres designated for selective clearing and grubbing.

110-11.3 Removal of Existing Bridges: The quantity to be paid for will be the lump sum quantity or quantities for the specific structures, or portions of structures to be removed.

110-11.4 Removal of Existing Concrete:

The quantity to be paid for will be the number of square yards of existing concrete elements, acceptably removed and disposed of, as specified. The quantity will be determined by actual measurement along the surface of the element before its removal. Measurements for appurtenances which have irregular surface configurations, such as curb and gutter, steps, and ditch pavement, will be the area as projected to an approximate horizontal plane. Where the removal of pavement areas is necessary only for the construction of box culverts, pipe culverts, storm sewers, inlets, manholes, etc., these areas will not be included in the measurements.

Area measurements for walls will be based on exposed vertical face measurements times the horizontal length of the wall.

110-11.5 Plugging Water Wells: The quantity to be paid for will be the number of water wells plugged, for each type of well (artesian or non-artesian).

110-11.6 Mailboxes: The quantity to be paid for will be the number of mailboxes acceptably furnished and installed.

110-11.7 Delivery of Salvageable Material to the Department The quantity to be paid for will be the Lump Sum quantity for delivery of salvageable materials to the Department, as indicated in the Plans.

110-11.8 General: In each case, except as provided below, where no item of separate payment for such work is included in the proposal, all costs of such work will be included in the various scheduled items in the Contract, or under specific items as specified herein below or elsewhere in the Contract.

110-12 Basis of Payment.

110-12.1 Clearing and Grubbing:

110-12.1.1 Lump Sum Payment: Price and payment will be full compensation for all clearing and grubbing required for the roadway right-of-way and for lateral ditches, channel changes, or other outfall areas, and any other clearing and grubbing indicated, or required for the construction of the entire project, including all necessary hauling, furnishing equipment, equipment operation, furnishing any areas required for disposal of debris, leveling of terrain and the landscaping work of trimming, etc.

Where construction easements are specified in the Plans and the limits of clearing and grubbing for such easements are dependent upon the final construction requirements, no adjustment will be made in the lump sum price and payment, either over or under, for variations from the limits of the easement defined in the Plans.

110-12.1.2 When No Direct Payment is Provided: When no item for clearing and grubbing is included in the proposal, the Contractor shall include the cost of any work of clearing and grubbing which is necessary for the proper construction of the project in the Contract price for the structure or other item of work for which such clearing and grubbing is required. The Contractor shall include the cost of all clearing and grubbing which might be necessary in pits or areas from which base material is obtained in the Contract price for the base in which such material is used. The clearing and grubbing of areas for obtaining stabilizing materials, where required only for the purpose of obtaining materials for stabilizing, will not be paid for separately.

110-12.2 Selective Clearing and Grubbing: Price and payment will be full compensation for all selective clearing and grubbing, including all necessary hauling, furnishing equipment, Certified Arborist, equipment operation, furnishing any areas required for disposal of debris, leveling of terrain, root pruning and tree protection.

110-12.3 Removal of Existing Bridges: Price and payment will be full compensation for all work of removal and disposal of the designated bridges.

When direct payment for the removal of existing bridges is not provided in the proposal, the Contractor shall include the cost of removing all bridges in the Contract price for clearing and grubbing or, if no item of clearing and grubbing is included, in the compensation for the other items covering the new bridge being constructed.

110-12.4 Removal of Existing Concrete: Price and payment will be full compensation for performing and completing all the work of removal and satisfactory disposal.

When no separate item for this work is provided and no applicable item of excavation or embankment covering such work (as provided in 120-13.1) is included, the Contractor shall include the costs of this work in the Contract price for the item of clearing and grubbing or for the pipe or other structure for which the concrete removal is required.

110-12.5 Plugging Water Wells: Price and payment will be full compensation for each type of well acceptably plugged.

If a water well requiring plugging is encountered and the Contract contains no price for plugging wells of that specific type, the plugging of such well will be paid for as unforeseeable work.

110-12.6 Mailboxes: Price and payment will be full compensation for all work and materials required, including supports and numbers.

110-12.7 Delivery of Salvageable Material to the Department: Price and payment will be full compensation for all work required for delivery of the materials to the Department.

110-12.8 Payment Items: Payment will be made under:

- Item No. 110- 1- Clearing and Grubbing - lump sum.
- Item No. 110- 2- Selective Clearing and Grubbing - acre.
- Item No. 110- 3- Removal of Existing Bridges - lump sum.
- Item No. 110- 4- Removal of Existing Concrete - per square yard.
- Item No. 110- 5- Plugging Water Wells (Artesian) - each.
- Item No. 110- 6- Plugging Water Wells (Non-Artesian) - each.
- Item No. 110- 7- Mailbox (Furnish and Install) - each.
- Item No. 110- 86- Delivery of Salvageable Material to FDOT - lump sum.

STRUCTURES

SECTION 400 CONCRETE STRUCTURES

400-1 Description.

Construct concrete structures and other concrete members, with the exception of pavement and incidental concrete construction (which are specified in other Sections).

Refer to Section 450 for prestressed construction requirements additional to the requirements of this Section.

For precast concrete structures meet the requirements of Section 450 for inserts and lifting devices, handling, storage, shipping, and erection.

Obtain incidental precast products from a plant that is currently on the Department's Production Facility Listing. Producers seeking inclusion on the list shall meet the requirements of Section 105.

400-2 Materials.

Meet the following requirements:

Concrete	Sections 346 and 347
Penetrant Sealer	Section 413
High Molecular Weight Methacrylate (HMWM)**	Section 413
Reinforcing for Concrete	Section 415
Water	Section 923
Curing Materials*	Section 925
Epoxy Bonding Compounds**	Sections 926 and 937
Joint Materials**	Section 932
Bearing Pads	Section 932
Non-Shrink Grout**	Section 934
Class 5 Applied Finish Coatings**	Section 975
Galvanizing Compound**	Section 562
Dowel Bar Assembly**	Section 931
Filter Fabric	Section 985

*The Engineer will allow clean sand and sawdust for certain curing, when and as specified.

**Use products listed on the Department's Approved Product List (APL).

400-3 Depth of Footing.

Refer to Section 455, "D. SPREAD FOOTINGS".

400-4 Falsework.

400-4.1 Plans: At the Engineer's request, submit detailed plans for falsework or centering to the Department. The Contractor is responsible for results obtained by using these plans.

400-4.2 Design and Erection: Design and construct all falsework to provide the necessary rigidity and to support the loads without appreciable settlement or deformation. Use screw jacks or hardwood wedges to take up any settlement in the framework, either before or during the placing of concrete. If any weakness develops and the centering shows undue settlement or distortion, stop the work, remove any affected concrete, and strengthen the falsework before resuming work. Support falsework which cannot be founded on a satisfactory footing on piling. Space, drive, and remove the piling in an approved manner.

400-4.3 Camber: Provide camber to correct for settlement and deflection of falsework. Give bridges permanent camber only when shown in the Plans.

400-4.4 Bridge Deck Overhang Falsework for Steel I-Girders: Locate the lower contact point of bridge deck overhang falsework supporting screed rails within 6 inches above the bottom flange. If the lower contact point of the overhang falsework bears more than 6 inches above the bottom flange and/or if the deck overhang is 4 feet or greater, submit shop drawings and calculations to the Engineer in accordance with Section 5 and Chapter 11 of the Structures Design Guidelines (SDG). The deck overhang is measured from the centerline of the girder supporting the overhang falsework to the outside edge of the concrete deck.

400-5 Forms.

400-5.1 General: Provide forms, either of wood or metal, that are as follows: externally secured and braced where feasible; substantial and unyielding; of adequate strength to contain the concrete without bulging between supports and without apparent deviation from the neat lines, contours, and shapes shown in the Plans. Design forms to withstand the additional forces of vibration without apparent deviation from the desired shape or position. Assemble forms to be mortar-tight. If using lumber forms, construct them of dressed wood of uniform thickness. Use form liners on wooden forms where Class 3 surface finish is specified. Construct assembled forms to render a concrete surface of smooth, uniform finish. Make provisions to remove forms without injury to concrete surfaces. Remove blocks and bracing with the forms, and do not leave any portion of the forms in the concrete. Use the same form system for a type of work throughout.

400-5.2 Inspection and Approval: Do not place concrete in a form until the form has been inspected and approved. Although the Engineer inspects and approves the forms, the Contractor is responsible for obtaining satisfactory concrete surfaces, free from warping, bulging, or other objectionable defects. Pay special attention to the ties and bracing. Where the forms appear to be insufficiently braced or unsatisfactorily built, stop and correct defects to the satisfaction of the Engineer.

400-5.3 Non-metallic Form Materials:

400-5.3.1 Lumber: For all surfaces, use lumber that is not less than 3/4 inch in thickness, dressed, and free of knot holes, loose knots, cracks, splits, warps, and other defects. Proportion the spacing of studs, joists, and wales to exclude warps and bulges and to produce true and accurate concrete surfaces. Only use structurally sound lumber.

400-5.3.2 Form Liners: Use form liners of durable, abrasion resistant materials that are unaffected by water. Use liners with a hard surface texture capable of rendering concrete surfaces of a smooth, uniform texture, without grain marks, patterns, or blemishes. Use form liner material of sufficient thickness to eliminate the reflection of irregularities, undesirable patterns, and marks from the forms to the surfaces. Replace liners as necessary to produce a

consistent concrete surface texture. Use form liners in large sheets and with true, tight-fitted joints which are logically located. Obtain the Engineer's approval of the layout of sheets. Do not use liners which have been patched. Use liner material of the same stock throughout.

400-5.3.3 Plywood: The Contractor may use plywood of not less than 5/8 inch in thickness manufactured with waterproof glue or protected with an approved impervious coating. Do not use pieces with bulged plies or raveled, untrue edges.

400-5.4 Special Requirements:

400-5.4.1 Re-entrant Angles: Use chamfered forms for exterior concrete corners and filleted forms for interior concrete corners. Use chamfers and fillets that are 3/4 by 3/4 inch and are mill-dressed on all sides to uniform dimensions. The Contractor may use plastic or metal chamfers and fillets provided they perform satisfactorily in producing uniform, smooth concrete corner surfaces without honeycomb.

400-5.4.2 Handrails, Concrete Barriers, Traffic Railings, and Parapets: Construct in accordance with Section 521.

400-5.4.3 End-bent Caps: Do not place forms for end-bent caps until the embankment has been constructed to within 12 inches of the bottom of the cap. Place a mass of embankment that is sufficient to produce the subsidence, displacement, and settlement which may result from the construction of the total embankment.

400-5.4.4 Footings: Where footing concrete can be placed in dry excavation, the Contractor may omit cribs, cofferdams, and forms, subject to compliance with the following limitations and conditions:

1. Use this procedure only in locations not exposed to view from traveled roadways.

2. Obtain required elevations shown in the Plans.

3. Obtain neat line dimensions shown in the Plans.

4. Fill the entire excavation with concrete to the required elevation of the top of the footing.

5. The Engineer will determine the volume of footing concrete to be paid for from the neat line dimensions shown in the Plans.

400-5.5 Form Alignment, Bracing, and Ties: Construct forms in such manner that they may be adequately secured for alignment, shape, and grade. Use bracing systems, ties, and anchorages that are substantial and sufficient to ensure against apparent deviation from shape, alignment, and grade. Do not drive nails into existing concrete. Do not use bracing systems, ties, and anchorages which unnecessarily deface or mark, or have an injurious or undesirable effect on surfaces that will be a part of the finished surface.

If metal ties and anchorages are to remain in the concrete, construct them so as to permit the removal of metal to at least 1 inch beneath the finished surface of concrete. Use accessories for metal ties and anchorages that allow the removal of metal to the prescribed depth while leaving the smallest possible repairable cavity.

When using wire ties, cut or bend them back from the finished surface of the concrete a minimum of 1 inch. Do not use internal ties of wire when forming surfaces that are exposed to view.

400-5.6 Preparation and Cleaning: Meet the following requirements for the condition of forms at the time of beginning concrete casting:

1. Treat all forms with an approved form-release agent before placing concrete. Do not use material which adheres to or discolors the concrete.

2. Clean forms of all concrete laitance from previous use and all dirt, sawdust, shavings, loose wire ties and other debris.

3. Close and secure all inspection and cleanout holes.

400-5.7 Stay-In-Place Metal Forms:

400-5.7.1 General: Utilization of stay-in-place metal forms is permitted in lieu of removable forms to form concrete bridge decks between beams and between the webs of individual box girders when designated in the Plans. Stay-in-place metal forms may be of the cellular, non-cellular or non-cellular with top cover sheet type. The flutes of non-cellular stay-in-place metal forms may be filled with polystyrene foam or concrete. When polystyrene foam is used to fill the forms, fill form flutes completely; do not allow any portion of the polystyrene foam to extend beyond the limits of the flutes. Ensure that the polystyrene foam remains in its required position within flutes during the entire concrete placement process. Do not use reinforcing supports or other accessories in such a manner as to cause damage to the polystyrene foam. Replace all damaged polystyrene foam to the satisfaction of the Engineer.

Apply polymer sheeting to stay-in-place metal forms in accordance with the requirements in the following table. Apply polymer sheeting to all faces and edges (including sheared edges) of support angles used on bridges with Moderately and Extremely Aggressive Superstructure Environmental Classifications (as shown in the Plans). No polymer sheeting is required for beam attachment straps or clips partially embedded in concrete, and for support angles used on bridges with a Slightly Aggressive Superstructure Environmental Classification. Use polymer sheeting materials and application methods as described herein.

Polymer Sheeting Usage Requirements				
Form Type		Superstructure Environmental Classification (as shown in Plans)		
		Slightly Aggressive	Moderately Aggressive	Extremely Aggressive
Non-cellular form with concrete filled flutes		No polymer sheeting required ¹	Polymer sheeting required on bottom side ¹	Polymer sheeting required on bottom side ¹
Non-cellular form with polystyrene foam filled flutes		Polymer sheeting required on top side ¹	Polymer sheeting required on both sides ^{1,2}	Polymer sheeting required on both sides ^{1,2}
Non-cellular form with Top Cover Sheet	Top Cover Sheet	Polymer sheeting required on bottom side	Polymer sheeting required on bottom side	Polymer sheeting required on bottom side
	Non-cellular form	Polymer sheeting required on top side	Polymer sheeting required on both sides ²	Polymer sheeting required on both sides ²
Cellular form		No polymer sheeting allowed or required	Cellular form not permitted	Cellular form not permitted

¹ Polymer sheeting not required on top side of form when foam filled flutes are used only at interior supports on continuous decks and the remainder of the flutes are concrete filled.

² Polymer sheeting not required on bottom side of form located within box girders and U-beams.

Prior to using stay-in-place metal forms, submit detailed plans for approval of the forming system, including method of support and attachment and method of protecting the supporting structural steel components from welding effects. Submit design calculations for the forming system, which have been signed and sealed by the Specialty Engineer. Detail stay-in-place metal forms such that they in no way infringe upon the concrete outline of the slab shown on the Plans. Use stay-in-place metal forms that provide and maintain the dimensions and configuration of the original slab in regards to thickness and slope.

Do not weld stay-in-place metal form supports and connections to the structural steel components. Do not connect polymer coated angles or other hardware that support polymer coated metal forms to the beam attachment straps or clips by welding. Electrical grounding to steel reinforcing or fiber reinforced polymer (FRP) reinforcing is prohibited.

Protect structural steel components from damage by using a shield to guard against weld splatter, weld overrun, arc strikes, or other damaging effects of the welding process. Upon completion of welding, rest the metal form support flush on the supporting steel component. Should any weld spatter, weld overrun, arc strike, or other effects of the welding process be evident or occur to the structural steel component, immediately stop in-place welding of the metal form supports for the remainder of the work. In this event, weld all metal form supports off of the structure and erect the forms after prefabrication, or use an alternate approved method of attaching the form supports. Remove improper weldment, repair the supporting steel component for any improper welding. Perform all required verification and testing at no expense to the Department and to the satisfaction of the Engineer.

Do not use stay-in-place metal forms until the forming system has been approved by the Engineer. The Contractor is responsible for the performance of the stay-in-place forms.

Structures designed, detailed, and dimensioned for the use of removable forms: Where stay-in-place metal forms are permitted, the Contractor is responsible and shall obtain the approval of the Engineer for any changes in design, etc. to accommodate the use of stay-in-place forms. The Engineer will compute pay quantities of the various components of the structure which are paid on a cubic yard basis from the design dimensions shown in the Plans with no allowance for changes in deflection or dimensions necessary to accommodate the stay-in-place forms or concrete to fill the form flutes. The Engineer will limit pay quantities of other Contract items that the Contractor increases to accommodate the use of stay-in-place forms to the quantity required for the original plan design.

Submit all changes in design details of bridge structural members that support stay-in-place forms, showing all revisions necessary to enable the supporting components to withstand any additional weight of the forms and the weight of any extra concrete that may be required to fill the forms. Include with the design calculations a comparative analysis of the stresses in the supporting components as detailed on the Contract Plans and as modified to support the forms. Use the identical method of analysis in each case, and do not allow the stresses in the modified components to exceed those of the component as detailed in the Contract Plans. Include with the design the adjusted cambers for any changes in deflection over those shown on the original Plans. Modify the beams to provide additional strength to compensate for the added dead loads imposed by the use of stay-in-place forms. Obtain the additional strength by adding strands to the pre-stressed beams or by adding steel material to increase the section modulus of steel girders. Substantiate the added strength by the comparative calculations. Do not

use stay-in-place forms until the forming system and all necessary design revisions of supporting members have been approved by the Engineer.

Structures designed, detailed, and dimensioned for the use of stay-in-place metal forms:

Prior to using stay-in-place metal forms, submit detailed plans for approval of the forming system (including method of support and attachment) together with design calculations. Include an analysis of the actual unit weight of the proposed forming system over the projected plan area of the metal forms. If the weight thus calculated exceeds the weight allowance for stay-in-place metal forms and concrete required to fill the forms shown on the Plans, then modify the supporting components to support the excess weight as specified by the Contractor's Specialty Engineer.

For all structures utilizing structural steel supporting components, paint the vertical sides of the top flange prior to installation of the stay-in-place metal forms in accordance with Section 560.

For non-polymer sheeting form surfaces, use zinc paint coating in accordance with Section 562 to all accessories cut from galvanized sheets, which are not embedded in concrete.

400-5.7.2 Design: Meet the following criteria for the design of stay-in-place bridge deck forms:

1. The maximum self weight of the stay in place metal forms, plus the weight of the concrete or expanded polystyrene required to fill the form flutes (where used), shall not exceed 20 psf.

2. Design the forms on the basis of dead load of form, reinforcement, and plastic concrete plus 50 pounds per square foot for construction loads. Use a unit working stress in the steel sheet of not more than 0.725 of the specified minimum yield strength of the material furnished, but not to exceed 36,000 psi.

3. Do not allow deflection under the weight of the forms, reinforcement, and plastic concrete to exceed 1/180 of the form span or 1/2 inch, whichever is less, for form spans of 10 feet or less, or 1/240 of the form span or 3/4 inch, whichever is less, for form spans greater than 10 feet. In all cases, do not use a total loading (psf) that is less than 20 plus the product of the deck thickness measured in inches times 12.5.

4. Use a design span of the form equal to the clear span of the form plus 2 inches. Measure the span parallel to the form flutes.

5. Compute physical design properties in accordance with requirements of the AISI Specifications for the Design of Cold Formed Steel Structural Members, latest published edition.

6. For all reinforcement, maintain the design concrete cover required by the Plans.

7. Maintain the plan dimensions of both layers of primary deck reinforcement from the top surface of the concrete deck.

8. Do not consider the permanent bridge deck form as lateral bracing for compression flanges of supporting structural members.

9. Do not use permanent steel bridge deck forms in panels where longitudinal deck construction joints are located between stringers.

10. Secure forms to the supporting members by means other than welding directly to the member.

400-5.7.3 Materials:

400-5.7.3.1 Metal Forms: Fabricate stay-in-place metal forms and supports from steel meeting the requirements of ASTM A653 having a coating designation G165. Do not use form materials that are less than 0.03 inch uncoated thickness.

400-5.7.3.2 Polymer Sheeting: Use polymer sheeting comprised of at least 85% ethylene acrylic acid copolymer capable of being applied to both G165 and G210 steel sheet as described in ASTM A742. Ensure that the polymer sheeting has a nominal thickness of 12 mils as manufactured and a minimum thickness of 10 mils after lamination to the steel sheet. Ensure that the polymer sheeting remains free of holes, tears and discontinuities and sufficiently flexible to withstand the forming process without any detrimental effects to bond, durability or performance. Ensure that the polymer sheeting is UV stabilized and contains antioxidants.

Ensure that the as-manufactured polymer sheeting (prior to application) has an Oxidative Induction Time (OIT) of 60 to 75 minutes at 170°C in air when tested according to ASTM D3895. Perform additional OIT tests on samples taken from the finished product (polymer sheeting applied to forms) resulting in a minimum OIT according to ASTM D3895 of 32 minutes at 170°C in air. Ensure that the polymer sheeting adheres to galvanized metal sufficient to prevent undercutting at penetrations made through the polymer sheeting or metal forms to the satisfaction of the Engineer. Ensure that edges subjected to shear cutting are coated by the form manufacturer with two coats of a compatible liquid coating repair material before delivery to the site. Ensure that steel used to produce polymer laminated metal forms is appropriately cleaned and prepared per NCCA (National Coil Coating Association) standard continuous coil coating practices. Ensure that pretreatment for use in conjunction with the manufacturer's polymer sheeting material is approved as compatible by the polymer sheeting manufacturer. Apply pretreatment in accordance with the polymer sheeting manufacturer's procedures. Apply polymer sheeting in accordance with the manufacturer's recommendations and procedures. Ensure that all steel has the polymer sheeting applied prior to fabrication of the stay-in-place forms and accessories.

Ensure that the screws to be used in the fastening of the stay-in-place laminated metal forms have a corrosion resistant cladding that will not have an adverse effect to the system due to the contact of dissimilar metals.

400-5.7.3.3 Certification: Submit a written certification from the manufacturer stating the product meets the requirements of this specification along with the delivery of the coated forms to the jobsite. Ensure that the certification conforms to the requirements of Section 6. Ensure that the manufacturer has a quality control program conforming to ISO 9001 2000 standards.

400-5.7.3.4 Polystyrene Foam: Use polystyrene foam comprised of expanded polystyrene manufactured from virgin resin of sufficient density to support the weight of concrete without deformation. Extrude the polystyrene foam to match the geometry of the flutes and provide a snug fit. Use polystyrene foam that has a density of not less than 0.8 pounds per cubic foot. Use polystyrene foam that has water absorption of less than 2.6% when tested according to ASTM C272. Submit a written certification from the manufacturer stating the product meets the requirements of this Specification along with the delivery of the product.

400-5.7.4 Construction: Install all forms in accordance with approved fabrication and erection plans.

Do not rest form sheets directly on the top of the stringer of floor beam flanges. Fasten sheets securely to form supports, and maintain a minimum bearing length of 1 inch at each end for metal forms. Place form supports in direct contact with the flange of the stringer or floor beam. Make all attachments for coated metal forms by bolts, clips, screws, or other approved means.

400-5.7.4.1 Form Galvanizing Repairs: For any permanent exposed steel where the galvanized coating has been damaged, thoroughly clean, wire brush, and paint it with two coats of galvanizing compound in accordance with Section 562 to the satisfaction of the Engineer. Do not touch up minor heat discoloration in areas of welds.

400-5.7.4.2 Polymer Sheeting Repairs: Inspect and identify areas for damage to the polymer sheeting and repair with liquid polymer coating similar and compatible with respect to durability, adhesion and appearance in accordance with ASTM A762, as furnished by the stay-in-place form manufacturer. Ensure that the inspection includes checking the polymer sheeting for cuts, tears, cracking, surface pits, peeling, dirt, grease, oil, stains, rust or bare areas. Reject any panels that show coating blistering, peeling or cracking. Repair all polymer sheeting damage according to the following:

1. Surface Preparation: Ensure that all surfaces to be repaired are clean and free of any deleterious substances. Remove all traces of dirt, soil, oil deposits, greases, and other surface contaminants in accordance with the polymer sheeting and coating manufacturer's written specifications prior to touch-up and recoating.

2. Application Procedures: Ensure that the liquid polymer repair coating is applied to a clean dry surface and in accordance with the manufacturer's written specifications. Apply the repair coating using a suitable paintbrush or other means acceptable to the Engineer. Apply a first coat of product to the surface at 2-4 mils in thickness. Let the first coat air dry. Apply a second coat to form a complete layer and increase the thickness, immediately after verifying the first coat is dry to the touch (15 - 25 minutes depending on the local air drying temperature and atmospheric conditions). Apply the second coat at the same coating thickness as the first at 2-4 mils. Ensure that the total dry film thickness of the two coats is not less than 6 mils. Apply additional coats in this same manner until desired coating thickness is achieved.

400-5.7.5 Placing of Concrete: Vibrate concrete to avoid honeycomb and voids, especially at construction joints, expansion joints, valleys and ends of form sheets. Use approved pouring sequences. Do not use calcium chloride or any other admixture containing chloride salts in the concrete.

400-5.7.6 Inspection: The Engineer will observe the Contractor's method of construction during all phases of the construction of the bridge deck slab, including the installation of the metal form system; location and fastening of the reinforcement; composition of concrete items; mixing procedures, concrete placement, and vibration; and finishing of the bridge deck. Should the Engineer determine that the procedures used during the placement of the concrete warrant inspection of the underside of the deck, remove at least one section of the metal forms in each span for this purpose. Do this as soon after placing the concrete as practicable in order to provide visual evidence that the concrete mix and the procedures are obtaining the

desired results. Remove an additional section in any span if the Engineer determines that there has been any change in the concrete mix or in the procedures warranting additional inspection.

If, in the Engineer's judgment, inspection is needed to check for defects in the bottom of the deck or to verify soundness, sound the metal forms with a hammer as directed by the Engineer after the deck concrete has been in place a minimum of two days. If sounding discloses areas of doubtful soundness to the Engineer, remove the metal forms from such areas for visual inspection after the concrete has attained adequate strength. Remove metal bridge deck forms at no expense to the Department.

At locations where sections of the metal forms have been removed, the Engineer will not require the Contractor to replace the metal forms. Repair the adjacent metal forms and supports to present a neat appearance and to ensure their satisfactory retention and where they are polymer sheeted, coat all exposed surfaces of stay-in-place metal form system elements that are not coated or are damaged with a field applied liquid polymer coating as specified in 400-5.7.4.2. As soon as the form is removed, the Engineer will examine the concrete surfaces for cavities, honeycombing, and other defects. If irregularities are found, and the Engineer determines that these irregularities do not justify rejection of the work, repair the concrete as directed, and provide a General Surface Finish in accordance with 400-15. If the Engineer determines that the concrete where the form is removed is unsatisfactory, remove additional metal forms as necessary to inspect and repair the slab, and modify the method of construction as required to obtain satisfactory concrete in the slab. Remove and replace all unsatisfactory concrete as directed, at no expense to the Department.

If the method of construction and the results of the inspections as outlined above indicate that sound concrete has been obtained throughout the slabs, the amount of sounding and form removal may be reduced when approved by the Engineer.

Corrosion of assembly screws will not be considered a structural or aesthetic problem and is considered acceptable.

Provide the facilities for the safe and convenient conduct of the inspection procedures.

400-5.8 Stay-In-Place Concrete Forms:

400-5.8.1 General: Permanent stay-in-place precast reinforced concrete forms may be used in lieu of removable forms to form concrete bridge deck slabs subject to the conditions contained herein. Precast reinforced concrete stay-in-place forms are not permitted to construct a composite concrete deck. Do not use precast prestressed concrete stay-in-place forms to form any permanent bridge decks.

When detailed Plans for structures are dimensioned for the use of removable forms, provide additional slab thickness, elevation changes, changes in design, etc. to accommodate the use of stay-in-place forms, subject to the Engineer's approval. The Engineer will compute pay quantities of the various component members of the structure which are paid on a cubic yard basis from the design dimensions shown in the Plans with no allowance for changes in deflection and changes in dimensions necessary to accommodate the stay-in-place forms. The Engineer will limit pay quantities of other Contract items which are increased to accommodate the use of stay-in-place forms to the quantity required for the original plan design.

Prior to using stay-in-place forms, submit for approval detailed plans of the forming system and design calculations. Indicate on the plans the form panel sizes, placing patterns, type of mastic or felt bearing material and type and method of caulking between panels.

Also, submit appropriate changes in design details of structural members supporting stay-in-place forms showing any revisions necessary to enable the supporting components to withstand the additional weight of the forms and perform equally as contemplated in the Plans. All calculations and details submitted shall be sealed by the Contractor's Engineer of Record. Modify the beams to provide additional strength to compensate for the added dead loads imposed by the use of stay-in-place forms. Obtain this strength by adding additional strands to prestressed girders or increasing the section modulus for steel girders. Do not use stay-in-place forms until the forming system and any necessary design revisions of supporting structural members have been approved by the Engineer. The Department is not responsible for the performance of the stay-in-place forms by its approval.

400-5.8.2 Materials: Construct permanent concrete forms of precast reinforced concrete with a Class 3 Surface Finish. As a minimum, use the same class of concrete and 28-day minimum compressive strength as being used to construct the bridge deck. Use welded steel wire reinforcement meeting the requirements of Section 931.

400-5.8.3 Design: Use the following criteria for the design of permanent bridge deck forms:

1. Design the forms on the basis of deadload of form, reinforcement, and plastic concrete plus an unfactored live load of 50 psf for construction loads. Meet the AASHTO design requirements for service loads and ultimate loads as applicable.
2. Deflection under the weight of the forms, reinforcement, and the plastic concrete shall not exceed 1/180 of the form span or 1/2 inch, whichever is less. In all cases, do not use a loading that is less than 120 psf total.
3. Use a design span of the form equal to the clear span of the form between supports. Measure the span of concrete forms parallel to the centerline of the form panels.
4. Compute physical design properties of concrete forms in accordance with current AASHTO design procedures.
5. Ensure that all reinforcement contained in the cast-in-place concrete has the minimum cover shown in the Plans or not less than one inch, whichever is greater. Measure the minimum cover normal to the plane of the bottom of the cast-in-place concrete. For stay-in-place concrete forms with other than plane surfaces in contact with the cast-in-place concrete, such as regularly spaced geometrical shapes projecting above the plane of the bottom of the cast-in-place concrete, meet the following special requirements:
 - a. Space geometrical shapes projecting above the bottom plane of the cast-in-place concrete used to provide support for reinforcement no closer than 3 feet apart and of sufficient height to maintain the required concrete cover on the bottom mat of reinforcing bars.
 - b. Construct all other geometrical shapes projecting above the plane of the bottom of the cast-in-place concrete to provide a minimum vertical clearance of 3/4 inch between the closest surface of the projections and the secondary longitudinal reinforcing bars in the deck slab.
 - c. Do not allow a minimum horizontal distance from the surface of any transverse reinforcing bars to surfaces of the stay-in-place form of less than 1 1/2 inches.

For all reinforcement for the stay-in-place form panels, provide a minimum of 1 inch concrete cover except that, for construction in a salt or other corrosive environment, provide a minimum of 1 1/2 inches concrete cover.

6. Maintain the plan dimensions of both layers of primary deck reinforcement from the top surface of the concrete deck. Measure the minimum cover of the bottom mat of reinforcement normal to the top of the precast concrete form panel.

7. Do not consider the permanent bridge deck form as lateral bracing for compression flanges of supporting structural members.

8. Do not use permanent concrete bridge deck forms in panels where longitudinal deck construction joints are located between stringers.

9. Do not allow the maximum weight of the concrete form to exceed 40 pounds per square foot of form surface.

400-5.8.4 Construction: Install all forms in accordance with approved fabrication and erection plans.

For concrete forms, provide a minimum bearing length of at least 1 1/2 inches but not exceeding 2 1/2 inches. Support concrete forms on the beams or girders by continuous layers of an approved mastic or felt bearing material that will provide a mortar tight uniform bearing. Use a mastic or felt bearing material that has a minimum width of 1 inch and a maximum width of 1 1/2 inches. Seal joints between concrete form panels with caulking, tape, or other approved method.

400-5.8.5 Placing of Concrete: Place the concrete in accordance with the requirements of 400-5.7.5. Immediately prior to placing the slab concrete, saturate concrete stay-in-place form panels with water.

400-5.8.6 Inspection: Inspect the concrete in accordance with the requirements of 400-5.7.6.

After the deck concrete has been in place for a minimum period of two days, inspect the forms for cracks and excessive form deflection, and test for soundness and bonding of the forms by sounding with a hammer as directed by the Engineer. Remove, for visual inspection, form panels found to be cracked that show evidence of leakage and form panels which have a deflection greater than adjacent panels by 1/2 inch or more which show signs of leakage. If sounding discloses areas of doubtful soundness to the Engineer, remove the form panels from such areas for visual inspection after the concrete has attained adequate strength. Remove permanent bridge deck form panels at no expense to the Department.

At locations where sections of the forms have been removed, the Engineer will not require the forms to be replaced. Repair the adjacent forms and supports to present a neat appearance and to ensure their satisfactory retention. As soon as the form is removed, the Engineer will examine the concrete surfaces for cavities, honeycombing, and other defects. If irregularities are found, and the Engineer determines that these irregularities do not justify rejection of the work, repair the concrete as directed and provide a General Surface Finish in accordance with 400-15. If the concrete where the form is removed is unsatisfactory, as determined by the Engineer, additional forms shall be removed as necessary to inspect and repair the slab, and modify the methods of construction as required to obtain satisfactory concrete in the slab. Remove and replace all unsatisfactory concrete as directed at no expense to the Department.

If the methods of construction and the results of the inspections as outlined above indicate that the Contractor has obtained sound concrete throughout the slabs, the Contractor may moderate the amount of sounding and form removal, when approved.

Provide all facilities for the safe and convenient conduct of the inspection procedures.

400-6 Underdrain and Weep Holes.

Provide weep holes in all abutments and retaining walls.

Provide a continuous underdrain for box culverts in accordance with Standard Plans, Index 400-289. Provide weep holes that are at least 3 inches in diameter and not more than 10 feet apart. Place the outlet ends of the weep holes just above the ground line in front of abutments and retaining walls. Cover the exterior openings of all weep holes with galvanized wire mesh and a minimum of 2 cubic feet of clean, broken stone or gravel wrapped in Type D 3 filter fabric, to allow free drainage but prevent the fill from washing through.

400-7 Placing Concrete.

400-7.1 Weather Restrictions:

400-7.1.1 Concreting in Cold Weather: Do not place concrete when the air temperature at placement is below 40°F.

Meet the air temperature requirements for mixing and placing concrete in cold weather as specified in Section 346. During the curing period, if NOAA predicts the ambient temperature to fall below 35°F for 12 hours or more or to fall below 30°F for more than 4 hours, enclose the structure in such a way that the air temperature within the enclosure can be kept above 50°F for a period of 3 days after placing the concrete or until the concrete reaches a minimum compressive strength of 1,500 psi.

Assume all risks connected with the placing and curing of concrete.

Although the Engineer may give permission to place concrete, the Contractor is responsible for satisfactory results. If the placed concrete is determined to be unsatisfactory, remove, dispose of, and replace the concrete at no expense to the Department.

400-7.1.2 Concreting in Hot Weather: Meet the temperature requirements and special measures for mixing and placing concrete in hot weather as specified in Section 346.

Spray reinforcing bars and metal forms with cool fresh water just prior to placing the concrete in a method approved by the Engineer.

Assume all risks connected with the placing and curing of concrete.

Although the Engineer may give permission to place concrete, the Contractor is responsible for satisfactory results. If the placed concrete is determined to be unsatisfactory, remove, dispose of, and replace the concrete at no expense to the Department.

400-7.1.3 Wind Velocity Restrictions: Do not place concrete for bridge decks if the forecast of average wind velocity at any time during the planned hours of concrete placement exceeds 15 mph. Obtain weather forecasts from the National Weather Service "Hourly Weather Graph" for the city closest to the project site.

400-7.2 Lighting Requirements: Provide adequate lighting for all concrete operations conducted at night. Obtain approval of the lighting system prior to starting the concrete operations.

400-7.3 Inspections before Placing Concrete: Do not place concrete until the depth and character of the foundation and the adequacy of the forms and falsework have been approved by the Engineer. Do not deposit any concrete until all reinforcement is in place and has been inspected and approved by the Engineer.

400-7.4 Exposure to Water: Do not expose concrete other than seal concrete in cofferdams to the action of water before final setting. Do not expose such concrete to the action of salt or brackish water for a period of seven days after placing the concrete. Protect the concrete during this period by keeping salt or brackish water pumped out of cofferdams.

400-7.5 General Requirements for Placing Concrete: Deposit concrete as nearly as possible in its final position. Do not deposit large quantities at one point and then run or work it along the forms. Take special care to fill each part of the forms, to work coarse aggregate back from the face, and to force concrete under and around reinforcing bars without displacing them.

Use a method and manner of placing concrete that avoids the possibility of segregation or separation of aggregates. If the Engineer determines that the quality of concrete as it reaches its final position is unsatisfactory, remove it and discontinue or adjust the method of placing until the Engineer determines that the quality of the concrete as placed is satisfactory.

Use metal or metal-lined open troughs, chutes, or other means of concrete conveyance which have no aluminum parts in contact with the concrete. As an exception, chutes made of aluminum for ready mixed concrete trucks, no longer than 20 feet, may be used. This exception does not apply to any other means of concrete conveyance. Where steep slopes are required, use chutes that are equipped with baffles or are in short lengths that reverse the direction of movement. Where placing operations would involve dropping the concrete freely more than 5 feet, deposit it through pipes, troughs, or chutes of sheet metal or other approved material. Use troughs, chutes, or pipes with a combined length of more than 30 feet only with the Department's authorization. Keep all troughs, chutes, and pipes clean and free from coatings of hardened concrete by thoroughly flushing them with water after each run or more often if necessary.

Place concrete against supporting material that is moist at the time of concrete placement. If additional water is required, uniformly apply it ahead of the concrete placement as directed by the Engineer. Do not place concrete on supporting material that is frozen. The Contractor may use a moisture barrier in lieu of controlling the foundation grade moisture when approved by the Engineer.

400-7.6 Placing Concrete by Belt Conveyor: Place concrete by means of a belt conveyor system with written Department authorization. Remove conveyor belt systems which produce unsatisfactory results before continuing operations. Take concrete samples for assurance testing at the discharge end of the belt conveyor system. Make available to the Engineer the necessary platform to provide a safe and suitable place for sampling and testing. Remove any concrete placed in an unsatisfactory manner at no expense to the Department before continuing operations.

Use conveyor belt systems that do not exceed a total length of 550 feet, measured from end to end of the total assembly. Arrange the belt assembly so that each section discharges into a vertical hopper arrangement to the next section. To keep segregation to a minimum, situate scrapers over the hopper of each section to remove mortar adhering to the belt and to deposit it into the hopper. Equip the discharge end of the conveyor belt system with a hopper and a chute or suitable deflectors to cause the concrete to drop vertically to the deposit area.

In order to avoid delays due to breakdowns, provide stand-by equipment with an alternate power source prior to the beginning of the placement.

After the beginning of the placement, direct the discharge from the belt conveyor so that the concrete always falls on freshly placed concrete.

400-7.7 Placing Concrete by Pumping: In general, use concrete pumping equipment that is suitable in kind and adequate in capacity for the work proposed. Use a pump discharge line that has a minimum diameter of 4 inches. Use a pump and discharge lines that are constructed so that no aluminum surfaces are in contact with the concrete being pumped. Operate the pump to produce a continuous stream of concrete, without air pockets. When using cement slurry or similar material to lubricate the discharge line when pumping begins, collect such material at the point of discharge. Dispose of the collected slurry in areas provided by the Contractor. Control the pump discharge locations so that the placement locations of the various LOTs of concrete represented by strength test cylinders can be identified in the event the test cylinders indicate deficient strength. When concrete is placed by pumping, take all test samples of concrete at the end of the discharge line, except in accordance with the provisions of Section 346.

400-7.8 Consolidation: Consolidate the concrete by continuous working with a suitable tool in an acceptable manner, or by vibrating as set forth in 400-7.11. When not using vibrators, thoroughly work and compact all thin-section work with a steel slicing rod. Spade all faces, and flush the mortar to the surface by continuously working with a concrete spading implement.

400-7.9 Obstructions: In cases where, because of obstructions, difficulty is encountered in puddling the concrete adjacent to the forms, bring the mortar content of the mix into contact with the interior surfaces by vibrating the forms. Produce the vibrations by striking the outside surfaces of the forms with wooden mallets or by other satisfactory means. In placing concrete around steel shapes place it only on one side of the shape until it flushes up over the bottom flange of the shape on the opposite side, after which place it on both sides to completion. After the concrete has taken its initial set, exercise care to avoid jarring the forms or placing any strain on the ends of projecting reinforcing bars.

400-7.10 Requirements for Successive Layers: Place concrete in continuous horizontal layers, approximately 20 inches thick. To avoid obtaining a plane of separation or a cold joint between layers, vibrate the concrete in accordance with 400-7.11.

400-7.11 Vibration of Concrete:

400-7.11.1 General: Consolidate all concrete except seal, steel pile jackets, and concrete for incidental construction by the use of mechanical vibrators.

400-7.11.2 Vibrators: Provide adequate vibrators on the project that are approved by the Engineer before beginning concrete work. Generally, provide vibrators of the internal type. For thin sections, where the forms are especially designed to resist vibration, the Contractor may use external vibrators. Use a vibrator with a minimum frequency of 4,500 impulses per minute with sufficient intensity and duration to cause complete consolidation of the concrete without causing segregation of the materials. For vibrating thin, heavily reinforced sections, use heads of such size to secure proper vibration of the concrete without disturbance of either the reinforcing bars or the forms.

400-7.11.3 Number of Vibrators Required: Use a sufficient number of vibrators to secure the compaction of each batch before the next batch is delivered, without delaying the

delivery. In order to avoid delays due to breakdowns, provide at least one stand-by vibrator, with an appropriate power source.

400-7.11.4 Method of Vibration: Use vibrators to consolidate properly placed concrete. Do not use them to move concrete about in the forms. Insert the vibrators in the surface of concrete at points spaced to ensure uniform vibration of the entire mass of the concrete. Insert the vibrator at points that are no further apart than the radius over which the vibrator is visibly effective. Allow the vibrator to sink into the concrete by its own weight, and allow it to penetrate into the underlying layer sufficiently so that the two layers are thoroughly consolidated together. After thoroughly consolidating the concrete, withdraw the vibrator slowly to avoid formation of holes.

400-7.11.5 Hand Spading: When necessary in order to secure well-filled forms, free from aggregate pockets, honeycomb, bubbles, etc., spade the concrete by hand, along the surfaces of the forms and in all corners, following the vibration.

400-7.12 Columns: Place concrete in columns in one continuous operation for each lift as shown in the Plans.

400-7.13 Slabs and Bridge Decks:

400-7.13.1 Bulkheads, Screed Rails, and Screeding Devices: Strike-off the concrete using an approved metal screed operating on rails or bulkheads. Use devices which do not contain aluminum parts. Prior to placing concrete, provide an approved screed capable of striking-off and screeding the surface of the slab or deck to the required shape. Set all necessary bulkheads and screed rails to the required grade. Use bulkheads, screed rails, and screeding devices that permit vertical profile adjustment to the grade, satisfactory for providing straight transverse slopes, differing transverse slopes broken as shown in the Plans and/or transverse slopes with changing grade along the longitudinal length of slab or deck. Locate the screed rails so the entire placement surface can be screeded to grade without using intermediate screed rails, unless approved otherwise by the Engineer.

Use a screed consisting of a truss or heavy beams that will retain its shape under all working conditions, and a set of rotating drums with a diameter sufficient to carry a 2 inch mortar roll in front of and parallel to the axis of the drums, while making an initial pass. Adjust the drums to prevent mortar buildup forming behind the trailing edges of the drums. For long bridges, as defined in 400-15.2.5.1, provide a device that automatically smoothes the concrete surface to an untextured finish and that is attached to, and is moved by, the rolling drum screed. As an alternate to the drum type screed, a mechanical screed with a metal strike-off may be used. Equip the mechanical screed with mechanical vibrators to provide continuous uniform vibration to the entire length unless otherwise authorized by the Engineer. Small and irregularly shaped areas that cannot be mechanically screeded may be screeded in a manner approved by the Engineer.

400-7.13.2 Screed Demonstration: Subsequent to the placement of all reinforcing bars and prior to placing any slab or deck concrete, demonstrate that the proposed equipment and methods can finish the concrete to the specified grades while maintaining the specified cover over the reinforcement. Provide the demonstration over the entire length and width of the spans to be placed.

400-7.13.3 Screeding Operations: Perform concrete placement and screeding as independently controlled mechanical operations. Ensure that the passing of the screed and

forward movement of the screeding equipment are independent of the movement of concrete placement equipment.

Level the concrete in front of the screed as near to the finished grade as possible to prevent the screed from rising off the rail and forming uneven ridges behind the screed. Pass the screed over the slab or deck as many times as necessary to obtain a satisfactory surface and provide a concrete surface true to grade and crown, and free of irregularities.

Do not add water to the concrete surface to assist in finishing operations unless specifically authorized by the Engineer. If the Engineer permits the addition of water, apply only a fog mist, above the concrete surface, by means of approved power driven spray equipment.

For long bridges, as defined in 400-15.2.5.1, do not manually or mechanically float the concrete surface or apply a texture by broom or any other device to the concrete surface produced by the screeding process. Correct isolated surface irregularities in accordance with 400-15.2.5.3.

400-7.13.4 Placing Operations: Select an approved concrete design mix which ensures complete placement of all slab or deck concrete between construction joints before initial set begins in the plastic concrete. On placements of 50 yd³ or less, the minimum placement rate is 20 cubic yards per hour. On placements of greater than 50 cubic yards, the minimum placement rate is 30 cubic yards per hour.

The Engineer will not permit slab or deck placements until an acceptable plan for meeting the minimum placement rate is approved.

400-7.13.5 Concrete Decks on Steel Spans: Where concrete decks are placed on steel spans, release the temporary supports under the bridge before placing any concrete.

400-7.13.6 Concrete Decks on T-Beams: For cast-in-place T-beam construction, cast the slabs and beams in one continuous operation. As an exception, where special shear anchorage or keys are provided for in the Plans or approved by the Engineer, the beams and slabs may be constructed in successive placements.

400-7.13.7 Diaphragms: Place concrete diaphragms at least 48 hours before the bridge deck slabs are placed unless otherwise indicated in the Plans.

400-7.13.8 Weather Protection: Provide an approved means of protecting unhardened concrete from rain. Position the protection system to shield the concrete from rain and running water. Provide a shield impervious to water over the slab or deck concrete, of sufficient size to protect all areas of slab or deck concrete subject to water damage, and include a means of intercepting and diverting water away from freshly placed concrete. Arrange the equipment so that the weather protection system can be erected over unhardened concrete. When there is a possibility of rain during concrete placement operations, place the weather protection system in stand-by readiness, capable of being deployed in a timely manner. Use the weather protection immediately when rain begins so that slab or deck concrete damage will not occur. Do not place concrete during rain.

Assume responsibility for damage to the slab or deck in the case of failure of the weather protection system.

400-7.14 Concrete Box Culverts: In general, place the base slab or footing of concrete box culverts, and allow them to set before constructing the remainder of the culvert. In this case, make suitable provision for longitudinal keys. Construct bottom slabs, footings, and apron walls

as a monolith if practicable. Where transverse construction joints are necessary, place them at right angles to the culvert barrel, and make suitable provision for keys.

In the construction of box culverts having walls 6 feet or less in height, the sidewalls and top slab may be constructed as a monolith or may place the concrete in the walls and allow it to set before placing the top slab concrete.

Where the height of the box culvert walls exceed 6 feet, place the walls, and allow the concrete to set at least 12 hours before placing the top slab concrete. In such cases, form keys in the sidewalls.

When casting the walls and top slabs of box culverts as a monolith, ensure that any necessary construction joints are vertical. Design all construction joints with formed keys. Provide keys that are beveled as shown in the Plans or as directed, but do not allow the edge of the beveled material forming the key to be less than 1 1/2 inches from the edge of the concrete.

Construct each wingwall, if possible, as a monolith. Ensure that construction joints, where unavoidable, are horizontal and so located that no joints will be visible in the exposed face of the wing above the ground line.

Precast box culvert sections may be used in lieu of cast-in-place box culvert construction provided the provisions in Section 410 are satisfied.

400-8 Seals.

400-8.1 General: Wherever practicable, dewater all foundation excavations, and deposit the concrete in the dry as defined in 455-15.2. Where conditions are encountered which render it impracticable to dewater the foundation before placing concrete, the Engineer may authorize the construction of a concrete foundation seal of the required size. Then, dewater the foundation, and place the balance of the concrete in the dry.

When required to place seal concrete, the Contractor is responsible for the satisfactory performance of the seal in providing a watertight excavation for placing structural concrete. The Department will provide and pay for the seal concrete as an aid to the construction of the structure. Repair seal concrete as necessary to perform its required function at no expense to the Department.

400-8.2 Method of Placing: Carefully place concrete deposited under water in the space in which it is to remain by means of a tremie, a closed-bottom dump bucket of not less than 1 cubic yard capacity, or other approved method. Do not disturb the concrete after depositing it. Deposit all seal concrete in one continuous placement. Do not place any concrete in running water, and ensure that all form work designed to retain concrete under water is watertight.

400-8.3 Use of Tremie: Use a tremie consisting of a tube having a minimum inside diameter of 10 inches, constructed in sections having water-tight joints. Do not allow any aluminum parts to have contact with the concrete. Ensure that the discharge end is entirely seated at all times, and keep the tremie tube full to the bottom of the hopper. When dumping a batch into the hopper, keep the tremie slightly raised (but not out of the concrete at the bottom) until the batch discharges to the bottom of the hopper. Stop the flow by lowering the tremie. Support the tremie such as to permit the free movement of the discharge end over the entire top surface of the work and to permit its being lowered rapidly when necessary to choke off or retard the flow. Provide a continuous, uninterrupted flow until completing the work. Exercise special care to maintain still water at the point of deposit.

400-8.4 Time of Beginning Pumping: Do not commence pumping to dewater a sealed cofferdam until the seal has set sufficiently to withstand the hydrostatic pressure, and in no case earlier than 72 hours after placement of the concrete.

400-9 Construction Joints.

400-9.1 Location: Make construction joints only at locations shown in the Plans or in the placement schedule, unless otherwise approved in writing. If not detailed in the Plans or placement schedule, or in case of emergency, place construction joints as directed.

400-9.2 Provisions for Bond and Transmission of Shear: Use shear key reinforcement where necessary to transmit shear or to bond the two sections together.

400-9.3 Preparations of Surfaces: Before depositing new concrete on or against concrete which has hardened, re-tighten the forms. Roughen the surface of the hardened concrete in a manner that will not leave loosened particles, aggregate, or damaged concrete at the surface. Thoroughly clean the surface of foreign matter and laitance, and saturate it with water.

400-9.4 Placing Concrete: Continuously place concrete from joint to joint. Carefully finish the face edges of all joints which are exposed to view true to line and elevation.

400-9.5 Joints in Sea Water or Brackish Water: For concrete placed in sea water or brackish water, do not place any construction joints between points 2 feet below the mean low water elevation and 6 feet above the mean high water elevation.

400-9.6 Joints in Long Box Culverts: For long concrete box culverts, vertical construction joints may be placed at a spacing not less than 30 feet. When using transverse construction joints, ensure that longitudinal reinforcing is continuous through the joint and that the joint is vertical.

400-9.7 Crack Control Grooves in Concrete Bridge Decks: When the Plans require crack control grooves in the top surface of decks, either install a tooled “V” groove prior to initial concrete set or saw a groove using an early entry dry cut saw. When using an early entry dry cut saw, operate in accordance with the manufacturer’s recommendations. Commence sawing as soon as the concrete has hardened enough to permit standing on the surface without leaving visible tracks or impressions and before uncontrolled concrete cracks occur.

400-10 Expansion Joints.

400-10.1 General: After meeting the smoothness criteria in 400-15, construct expansion joints to permit absolute freedom of movement. Carefully remove all loose or thin shells of mortar likely to cause a spall with movement at a joint from all expansion joints as soon as possible.

400-10.2 Sealed Joints: Fill expansion joints with a preformed joint filler. Cut the filler to conform to the cross-section of the structure, and furnish it in as few pieces as practicable, using only a single piece in each curb section. Do not use small pieces that would tend to come loose. Prepare joints to be sealed and apply the sealer in accordance with approved manufacturer’s directions.

400-10.3 Joint System Installation: Install expansion joints before or after the deck planing required by 400-15.2.5.5 following the manufacturer’s instructions. When installed after deck planing, install the edge rail assemblies in the blockouts on a profile tangent between the ends of the deck and/or approach slab to within a plus 0 and minus 1/4 inch variation.

When installed before deck planing, install the edge rail assemblies 3/8 inch, plus or minus 1/16 inch, below the top surface of the deck or approach slab to compensate for concrete removal during planing.

400-11 Contact and Bearing Surfaces.

400-11.1 Separation of Surfaces: In general, separate all contact surfaces between superstructure and substructure or end walls and between adjacent superstructure sections by a layer of ASTM D6380 Class S, Type III organic felt. When an organic felt bond breaker is specified for other structures, use either one layer of ASTM D6380 Class S, Type III or two layers of ASTM D226 Type II organic felt.

400-11.2 Finishing of Bearing Surfaces: Construct bearing surfaces (areas) to the tolerances as specified herein and in the other parts of the Contract Documents. When using neoprene bearing pads, finish the concrete surface to a uniform 'rough' texture using a burlap drag, fine bristle broom or float. For metal or high load rotational bearings, fill minor depressions, 1/8 inch maximum, caused by finishing, bush hammering, or grinding with a low-viscosity epoxy meeting the requirements of 926-1, Type F-2, applied by the use of a squeegee. Bearing surfaces may be ground to final position with carborundum. Check all bearing surfaces with a metallic straightedge prior to setting bearings or neoprene pads.

400-11.2.1 Deviation from Specified Elevations for Steel Beam

Superstructures: Construct to the elevation shown on the Plans plus or minus 0.01 feet and do not exceed a 0.01 feet difference between specified elevations of bearing areas of adjacent bearings measured between the centerlines of bearing areas.

400-11.2.2 Deviation from Specified Elevations for Concrete Beam

Superstructures: Construct to the elevation shown on the Plans plus or minus 0.02 feet.

400-11.2.3 Projecting Irregularities: Projecting irregularities will not exceed 1/16 inch.

400-11.2.4 Variations in Flatness for Neoprene Pads: In any direction, the pad is to be flat to within 1/16 inch. Pads designated to be sloped are not to deviate from the theoretical slope by the same amount.

400-11.2.5 Variations in Flatness for Metal or High Load Rotational

Bearings: Construct the bearing area to the tolerance indicated for the measured length along the orthogonal axes.

Bearing area length up to 30 inches long to plus or minus 1/16 inch.

Bearing area length over 30 inches up to 45 inches long to plus or minus 3/32 inch.

Bearing area length over 45 inches long to plus or minus 1/8 inch.

400-11.3 Bearing Pads: Use bearing pads for seating bridge shoes, ends of beams, and slabs of the types specified or required in the Plans.

Furnish and install neoprene pads as detailed in the Plans. Place neoprene pads, where specified or required, directly on concrete surfaces finished in accordance with the requirements of this Article. Ensure that pads, bearing areas of bridge seats, and metal bearing plates are thoroughly cleaned and free from oil, grease, and other foreign materials.

Exercise care in fabrication of related metal parts to avoid producing conditions detrimental to the performance of the pads, such as uneven bearing, excessive bulging, etc.

The Engineer will evaluate the degree of deformation and condition of bearing

pads in the completed bridge on or before the final inspection required by 5-10 or when requested by the Contractor. As directed by the Engineer, correct horizontal bearing pad deformations that at the time of inspection exceed 50% of the bearing pad thickness or that the Engineer predicts will exceed 50% of the bearing pad thickness during future high or low temperature periods. Payment for this correction effort will be considered extra work in accordance with 4-3.

400-12 Anchor Bolts and Dowels.

Set anchor bolts and dowels as specified in Section 460.
Galvanize all anchor bolts as specified in Section 962.

400-13 Epoxy Bonding Compounds.

Where epoxy bonding compounds for bonding concrete are specified or required, apply the epoxy bonding materials only to clean, dry, structurally sound concrete surfaces. Provide surface preparation, application, and curing of epoxy bonding compound in strict accordance with the manufacturer’s recommendations for each particular application. Use an epoxy bonding compound listed on the Department’s APL.

400-14 Removal of Forms.

Use the table below as the criterion for minimum time or compressive strength required before removal of forms or supports.

When using the time period criterion, include in the time period all days except days in which the temperature falls below 40°F.

Use the specified 28-day minimum compressive strength value as stated in 346-3.1 for each Class of Concrete utilized.

Location of Concrete Placement	Minimum Time for Form Removal for any Strength Concrete*	Minimum (%) of 28-day Compressive Strength for Form Removal
(1) Deck slabs, top slabs of culverts and bottom of caps, forms under sidewalks, and safety curb overhangs extending more than 2 feet		
(a) Class II (Bridge Deck)	7 days**	75**
(b) Class II (Other than Bridge Deck)	7 days	75
(c) Class III	7 days	70
(d) Class IV	7 days	60
(e) Class V	7 days	50
(2) Walls, piers, columns, sides of beams and other vertical surfaces	24 hours***	50***
(3) Front face form of curbs	6 hours	70
* For mass concrete, remove forms in accordance with 346-3.3		
** Reference 400-16.4		
***Do not place additional load on the section until 70% of the specified 28-day concrete strength is attained. Also, refer to 400-7.4.		

When using the percent of required strength, cast test cylinders for each mix for compressive strength determination or develop a curing concrete strength versus time curve (S/T

Curve) which can be used in lieu of multiple test cylinders to determine when percent of required strength has been met.

Prior to curve use; obtain the Engineer's approval of the S/T Curve and its supporting data. An approved testing laboratory may be used to provide this information with approval of the Engineer. Plot S/T Curves using at least three different elapsed times that begin once test cylinders are cast; however, one of the elapsed times must be prior to the Contractor's intended form removal. Each elapsed time plotted must have a corresponding compressive strength computed by averaging the compressive strength of two test cylinders.

Cure such test cylinders as nearly as practical in the same manner as the concrete in the corresponding structural component, and test them in accordance with ASTM C39 and ASTM C31. Perform cylinder casting, curing, and testing at no expense to the Department and under the observation of the Engineer. When the S/T Curve indicates a compressive strength equal to or greater than the percentage of specified strength shown in the table above for form removal, the Contractor may remove the forms. When the ambient air temperature falls 15°F or more below the ambient air temperature that existed during development of a S/T Curve, use a S/T Curve that corresponds to the lower temperature and that is developed in accordance with this section.

Do not remove forms at any time without the consent of the Engineer. Even when the Engineer provides consent to remove the forms, the Contractor is responsible for the work.

400-15 Finishing Concrete.

400-15.1 General Surface Finish (Required for All Surfaces): After placing and consolidating the concrete, strike-off all exposed surfaces to the lines and grades indicated in the Plans in a manner that will leave a surface of uniform texture free of undesirable surface irregularities, cavities, and other defects. Cut back metal ties supporting reinforcement, conduit, and other appurtenances a minimum of 1 inch from finished surface. After removing excess mortar and concrete and while the concrete is still in a workable state, carefully tool all construction and expansion joints. Leave joint filler exposed for its full length with clean edges. Ensure that finished work in addition to that specified above is compatible and complementary to the class of surface finish required.

Remove all laitance, loose material, form oil and curing compound from exposed surfaces that do not require forming and from exposed surfaces requiring forming, after form removal. Remove fins and irregular projections flush with the surface. Clean, saturate with water, and fill all holes, tie cavities, honeycomb, chips and spalls. Prior to filling, prepare the surface to ensure that patching mortar will bond to the existing concrete. Exercise care during the roughening process to prevent excessive defacement and damage to the surface of the existing concrete. Use patching mortar blended from the mix ingredients of the existing concrete. Ensure the patching mortar closely matches the color of the existing concrete when fully cured. As an alternative, mortar consisting of the following materials may be used: 4 parts of ordinary gray portland cement, 1/2 part of white portland cement, 1 part of fly ash and 2 to 4 parts of sand. The blended mortar must closely match the color of the filled element once fully cured and the proportion of white portland cement may be adjusted to achieve as close a match as possible. Regardless of the type patching mortar used, provide a mortar surface closely resembling the existing surface.

Cure the newly placed mortar using a curing blanket or a Type I clear curing compound at a uniform coverage as recommended by the manufacturer, but not less than 0.06 gallon per square yard.

In the event unsatisfactory surfaces are obtained, repair these surfaces by methods approved by the Engineer or the affected concrete will be rejected. Repair any surface or remove rejected concrete at no expense to the Department.

400-15.2 Surface Finishes:

400-15.2.1 General: In addition to the general surface work specified for all exposed concrete surfaces, the Engineer may require one of the classes of surface finish listed below. For all such exposed surfaces, begin finish work for the applicable class specified, along with the general finish work, immediately after removal of the forms. In order to further ensure the required quality of the finish, remove forms no later than the minimum time specified for the forms to remain in place. Satisfactorily repair finished concrete surfaces which are subsequently disfigured or discolored at no expense to the Department.

Provide the required class of surface finish for the various items of structural concrete as shown in the Plans.

400-15.2.2 Class 1 Surface Finish: As soon as the pointing has sufficiently set, thoroughly saturate the exposed surfaces with water, and rub them with a medium coarse carborundum stone. Continue rubbing until the surface has been ground to a paste and remove all form marks, irregularities, and projections. In this process, do not introduce any additive material other than water. After the rubbing has produced a smooth surface of uniform color, allow the material which has been ground to a paste to reset under proper curing conditions. Subsequently, as a second operation, re-saturate the concrete surfaces with water, and thoroughly rub them with a fine carborundum stone. Continue this rubbing until the surface has a smooth, fine grain texture of uniform color.

The Contractor may substitute a Class 5 applied finish coating in accordance with 400-15.2.6 as an alternate surface finish on all areas where Class 1 surface finish is specified.

400-15.2.3 Class 2 Surface Finish: As soon as pointing has sufficiently set, thoroughly saturate the exposed concrete surfaces with water and rub them with a medium coarse carborundum stone. Continue rubbing until the surface has been ground to a paste and remove all form marks, irregularities, and projections. In this process, do not introduce any additive material other than water.

After rubbing has produced a smooth surface finish, of uniform color, carefully brush the material which has been ground to a paste to a uniform texture, and allow it to reset under proper curing conditions. Carefully protect these surfaces from disfigurement and discoloration during subsequent construction operations.

400-15.2.4 Class 3 Surface Finish: Where this surface finish is specified, use forms with a form liner. Where specified or required on the Plans, use No. 89 coarse aggregate for concrete.

After concrete has been placed in the forms and compacted, finish all exposed surfaces which are not contained by the forms to produce a surface texture as nearly equal to that produced by the form as practicable. Generally, finish unformed surfaces to a smooth, dense surface with a steel trowel.

Perform all work, including general surface finish work, in a manner that will preserve the same surface texture and color produced by the form liner. Pointed areas may be rubbed with a dry carborundum stone.

400-15.2.5 Class 4 Deck Finish:

400-15.2.5.1 General: Apply a Class 4 finish on bridge decks and concrete approach slabs. On Short Bridges (bridges having a length less than or equal to 100 feet), and on Miscellaneous Bridges (Pedestrian, Trail and Movable Spans) regardless of length, meet the finish and smoothness requirements of 400-15.2.5.2 and 400-15.2.5.4. On Long Bridges (bridges having a length greater than 100 feet) meet the finish and smoothness requirements of 400-15.2.5.3 and 400-15.2.5.5. When an existing bridge deck is widened, see the Plans for the finish and smoothness requirements of the existing bridge deck and its new widened section. After meeting the screeding requirements of 400-7.13 and curing requirements of 400-16 and the smoothness requirements, herein, groove the bridge deck and approach slabs.

Regardless of bridge length, finish decks with less than 2 1/2 inches of top cover in accordance with the requirements for Short Bridges.

400-15.2.5.2 Plastic Surface Finish for Short and Miscellaneous

Bridges: After screeding is completed, check the surface of the plastic concrete with a 10 foot straightedge, positioning and half-lapping the straightedge parallel to the centerline to cover the entire surface. Immediately correct deficiencies of more than 1/8 inch, measured as an ordinate between the surface and the straightedge.

Finish the concrete surface to a uniform texture using a burlap drag, fine bristle broom or float. Finish the deck to a smooth surface having a sandy texture without blemishes, marks or scratches deeper than 1/16 inch.

400-15.2.5.3 Plastic Surface Finish for Long Bridges: Do not moisten, manually float or apply texture to the concrete surface after the screed, with attached smoothing device, has passed unless correction of isolated surface irregularities is warranted and this should be done as soon as possible after screeding while the concrete is plastic. Correct all flaws such as cavities, blemishes, marks, or scratches that will not be removed by planing.

If the Engineer permits the addition of water when correcting flaws, apply moisture to the concrete surface only if required and only in the immediate vicinity of the isolated irregularity. Apply a quantity of moisture not greater than what is needed to facilitate correction of the irregularity and apply only a fog mist, above the concrete surface, by power driven spray equipment approved by the Engineer.

400-15.2.5.4 Smoothness Requirements for Short Bridges and Miscellaneous Bridges (including approach slabs): Perform a final straightedge check with a 10 foot straightedge, positioning and half-lapping the straightedge parallel to the centerline, approximately 5 feet apart to cover the entire surface. Correct all irregularities greater than 3/16 inch measured as an ordinate to the straightedge, by grinding. Perform grinding by the abrasive method using hand or power tools or by machine, to leave a smooth surface within a 1/8 inch tolerance.

400-15.2.5.5 Smoothness Evaluation and Concrete Surface Planing, Long Bridges (including approach slabs): Prior to planing, provide a smoothness evaluation of the completed bridge deck and exposed concrete surfaces of approach slabs by a computerized Cox California-type profilograph in accordance with the criteria herein and FM 5-558E. Furnish this evaluation through an independent provider approved by the Engineer, using equipment

calibrated by the Engineer. All bridge deck and concrete approach slab surfaces to within 2 feet of gutter lines are subject to this smoothness evaluation.

Prior to initial profilograph testing, complete work on the bridge deck and approach slabs. Thoroughly clean and clear the bridge deck and approach slab areas to be evaluated for smoothness of all obstructions and provide the smoothness evaluation. Ensure that no radio transmissions or other activities that might disrupt the automated profilograph equipment are allowed during the evaluation.

Average the Profile Index Value for the bridge deck, including the exposed concrete surfaces of the approach slabs, for the left and right wheel path of each lane. The maximum allowable Profile Index Value for acceptable smoothness is 10 inches per mile utilizing the 0.2 inch blanking band. Apply these criteria to a minimum of 100 feet of each lane. Additionally, correct individual bumps or depressions exceeding a cutoff height of 0.3 inch from a chord of 25 feet (see ASTM E1274) on the profilograph trace. Ensure that the surface meets a 1/4 inch in 10 feet straightedge check made transversely across the deck and approach slabs if determined necessary by the Engineer. Provide additional profilograph testing as necessary following longitudinal planing and any other actions taken to improve smoothness, until a profile meeting the acceptance criteria is obtained.

Regardless of whether expansion joints are installed before or after deck planing is complete, plane off the concrete deck surface to a minimum depth of 1/4 inch and also meet or exceed the profilograph smoothness criteria. Longitudinally plane the entire bridge deck and exposed concrete surfaces of the approach slabs using a self-propelled planing machine with gang mounted diamond saw cutting blades specifically designed for such work. Use the profilograph generated smoothness data, to establish the optimum planing machine settings. Plane the deck surface to within 2 feet of the gutter line so that there is a smooth transition, without vertical faces or sudden surface discontinuities, from the fully planed surface to the unplaned surface. Use a machine with a minimum wheel base length of 15 feet, constructed and operated in such manner that it does not cause strain or damage to deck or approach slab surfaces, excessive ravels, aggregate fractures or spalling. The equipment shall be approved by the Engineer. Perform longitudinal planing parallel to the roadway centerline, and provide a consistent, textured surface. Clean the surface of all slurry/debris generated during this work concurrently with operation of the machine.

After the deck has been planed the minimum 1/4 inch, reevaluate the surface smoothness using the profilograph testing described above. Perform cycles of planing and profilograph retesting as necessary until the deck and exposed concrete surfaces of approach slabs are in compliance with the smoothness criteria but do not exceed the maximum concrete removal depth of 1/2 inch.

400-15.2.5.6 Grooving: After the concrete surface profile, as required by 400-15.2.5, has been accepted by the Engineer, and prior to opening the bridge to traffic, groove the bridge deck and approach slabs perpendicular to the centerline of the structure. Do not groove the deck surface of pedestrian or trail bridges unless otherwise shown in the Contract Documents. Cut grooves into the hardened concrete using a mechanical saw device which will leave grooves nominally 1/8 inch wide and 3/16 inch deep. Space the grooves apart in random spacing center of grooves in the following sequence: 3/4 inch, 1-1/8 inch, 5/8 inch, 1 inch, 5/8 inch, 1-1/8 inch, 3/4 inch in 6 inch repetitions across the width to be grooved in one pass of the mechanical saw device. One 6 inch sequence may be adjusted by 1/4 sequence increments to accommodate

various cutting head widths provided the general pattern is carried out. The tolerance for the width of the grooves is plus 1/16 inch to minus 0 inch and the tolerance for the depth of grooves is plus or minus 1/16 inch. The tolerance for the spacing of the grooves is plus or minus 1/16 inch.

Cut grooves continuously across the deck or approach slab to within 18 inches of gutter lines at traffic railing, curb line and median divider. At skewed metal expansion joints in bridge deck surfaces, adjust groove cutting by using narrow width cutting heads so that all grooves of the bridge deck surface or approach slab surface end within 6 inches, measured normal to centerline of the joint, leaving no ungrooved surface adjacent to each side of the joint greater than 6 inches in width. Ensure that the minimum distance to the first groove, measured normal from the edge of the concrete joint or from the junction between the concrete and the metal leg of the armored joint angle, is 1 inch. Produce grooves that are continuous across construction joints or other joints in the concrete surface less than 1/2 inch wide. Apply the same procedure described above where the gutter lines at traffic railing, curb lines and median dividers are not parallel to the centerline of the bridge to maintain the 18 inches maximum dimension from the grooves to the gutter line. Cut grooves continuously across formed concrete joints.

400-15.2.6 Class 5 Applied Finish Coating:

400-15.2.6.1 General: Place an applied finish coating upon all concrete surfaces where the Plans indicate Class 5 applied finish coating. Apply the finish coating after completion of the general surface work specified for all exposed concrete surfaces. Select an applied finish coating from the APL meeting the requirements of Section 975.

400-15.2.6.2 Material: For the coating material, use a commercial product designed specifically for this purpose. Use only coating material that is manufactured by one manufacturer and delivered to the job site in sealed containers bearing the manufacturer's original labels. Submit the manufacturer's written instructions to the Engineer.

400-15.2.6.3 Surface Preparation: Prepare the surface prior to the application of an applied finish coating by providing a surface finish in accordance with the requirements of 400-15.1. The Engineer will not require surface voids that are 1/4 inch or less in width and depth to be grouted prior to application of the finish coating. Fill surface void larger than 1/4 inch in width and depth an approved high strength, non metallic, non shrink grout meeting the requirements of Section 934, mixed and applied in accordance with the manufacturer's recommendations. Apply the grout by filling the surface voids using burlap pads, float sponges, or other acceptable methods. As soon as the grout has taken its initial set, brush the surface to remove all loose grout, leaving the surface smooth and free of any voids. Ensure that the surface to be coated is free from efflorescence, flaking coatings, curing compound, dirt, oil, and other substances deleterious to the applied finish coating. Prior to application of the finish coating onto precast or cast-in-place concrete surfaces, test the concrete surface at 30 foot intervals for the presence of curing compound using one or two drops of muriatic acid placed on the concrete surface. If curing compound is present, there will be no reaction between the acid and the concrete. If there is no reaction, remove the compound by pressure washing the concrete surfaces. Prepare the surfaces in accordance with the manufacturer's recommendations, and ensure that they are in a condition consistent with the manufacturer's requirements. Clean surfaces of existing structures in accordance with 400-19.

400-15.2.6.4 Application: Apply the finish coating utilizing a method recommended by the manufacturer. When applying the finish coating by spraying, supply heavy

duty spray equipment capable of maintaining a constant pressure necessary for proper application. Mix and cure all coating materials in accordance with the manufacturer's written instructions. Apply the finished coating at a rate of 50, plus or minus 10 square feet per gallon.

400-15.2.6.5 Finished Product: Produce a texture of the completed finish coat that is generally similar to that of rubbed concrete. Ensure that the completed finished coating is tightly bonded to the structure and presents a uniform appearance and texture. If necessary, apply additional coats to produce the desired surface texture and uniformity.

Upon failure to adhere positively to the structure without chipping, flaking, or peeling, or to attain the desired surface appearance, remove coatings entirely from the structure, and reapply the finish coating after surface preparation until achieving the desired finished product. Do not allow the average thickness of the completed finish coating to exceed 1/8 inch.

400-15.2.6.6 Material Tests and Certification: Before any portion of any shipment of finish coating is applied on the project, submit to the Engineer a certificate from the manufacturer attesting that the commercial product furnished conforms to the same formula as that previously subjected to the tests specified in Section 975. In addition, submit the following product analysis, obtained from the manufacturer, for each batch of the material used:

1. Weight per gallon.
2. Consistency (Krebs Units).
3. Weight percent pigment.
4. Weight percent vehicle solids.
5. Infra-red spectra of vehicle solution.

400-15.2.7 Final Straightedging for Surfaces to Receive Asphalt Concrete Surface: Test the slab surfaces of poured-in-place decks which are to be surfaced with an asphalt concrete wearing course for trueness with a 10 foot straightedge, as specified above. As an exception, correct only irregularities of more than 1/4 inch measured as an ordinate (either above or below the general contour of the surface). The Engineer will not require belting or brooming of slabs that are to be surfaced with an asphalt concrete wearing course. For curing, meet the requirements specified for other deck slabs.

400-15.2.8 Finishing Bridge Sidewalks: Finish bridge sidewalks in accordance with the applicable requirements of Section 522.

400-16 Curing Concrete.

400-16.1 General: Cure cast-in-place and precast (non-prestressed) concrete as required herein for a minimum duration of 72 hours. If forms are loosened or removed before the 72 hour curing period is complete, expand the curing to cover these surfaces by either coating with curing compound or extending the continuous moist cure area.

Until curing has begun, retain concrete surface moisture at all times by maintaining a surface moisture evaporation rate less than 0.1 pound per square foot per hour. Periodically, at the site of concrete placement prior to and during the operation, measure the ambient air temperature, relative humidity and wind velocity with industrial grade weather monitoring instruments to determine the on-site evaporation rate. If the evaporation is, or is likely to become 0.1 pound per square foot per hour or greater, employ measures to prevent moisture loss such as application of evaporation retarder, application of supplemental moisture by fogging or reduction of the concrete temperature during batching. Compute the evaporation

rate by using the nomograph in the ACI manual of Concrete Practice Part 2, Section 308R Guide to Curing Concrete, or by using an evaporation rate calculator approved by the Engineer.

400-16.2 Methods: Except where other curing methods are specified, select from the following options the chosen method(s) for curing all concrete components.

1. Continuous Moisture: Place burlap on the surface and keep it continuously saturated for the curing period by means of soaker hoses or automatic sprinklers. Water flow may be metered to cycle repetitively for five minutes on and five minutes off during the 72 hour curing period. Do not apply moisture manually. If side forms are loosened or removed during the curing period, extend the burlap so as to completely shield the sides of the members.

2. Membrane Curing Compound: Apply a white Type 2 curing compound to all surfaces at a uniform coverage as recommended by the manufacturer but not less than 0.06 gallon per square yard. Allow surfaces covered by the membrane curing compound to remain undisturbed for the curing period. Recoat any cracks, checks or other defects in the membrane seal which are detected during the curing period within one hour. If side forms are loosened during the curing period, maintain surface moisture and remove the forms within one hour and immediately coat the formed surfaces with a membrane curing compound. Bottom surfaces shall be similarly coated after removal of or from the forms.

If curing compound is to be applied by spraying, use a compressor driven sprayer of sufficient size to provide uniform mist. Standby equipment is required in case of mechanical failure and hand held pump-up sprayers may be used only as standby equipment.

3. Curing Blankets: Curing blankets may be used for curing the top surfaces of members while the member side forms remain in place. Do not use curing blankets which have been torn or punctured. Securely fasten all edges to provide as tight a seal as practical. Should the system fail to maintain a moist condition on the concrete surface, discontinue use of the blankets and continue curing using another method. Keep curing blankets in place for the duration of the curing period.

4. Accelerated Cure:

a. General: Accelerated curing of the concrete can be achieved by use of either low pressure steam curing, radiant heat curing or continuous moisture and heat curing. If accelerated curing is completed before the 72 hour curing period has elapsed, continue curing for the remaining part of the 72 hour curing period in accordance with one of the curing methods listed above.

If accelerated curing is used, furnish temperature recording devices that will provide accurate, continuous and permanent records of the time and temperature relationship throughout the entire curing period. Provide one such recording thermometer for each 200 feet of placement length or part thereof. Initially calibrate recording thermometers and recalibrate at least annually.

The preheating period shall equal or exceed the time of initial set as determined by ASTM C403 and shall not be less than 4 hours. When the ambient air temperature is above 50°F, allow the member to remain undisturbed in the ambient air for the preheating period. If the ambient air temperature is below 50°F, apply heat during the preheating period to hold the air surrounding the member at a temperature of 50 to 90°F.

To prevent moisture loss from exposed surfaces during the preheating period, enclose members as soon as possible after casting or keep the surfaces wet by fog mist or wet blankets. Use enclosures for heat curing that allow free circulation of heat about

the member with a minimum moisture loss. The use of tarpaulins or similar flexible covers may be used provided they are kept in good repair and secured in such a manner to prevent the loss of heat and moisture. Use enclosures that cover the entire placement.

During the application or removal of the heat, do not allow the temperature rise or fall within the enclosure to exceed 40°F per hour. Do not allow the curing temperature throughout the enclosure to exceed 160°F. Maintain the curing temperature within a temperature range of 130 to 160°F until the concrete has reached the required form removal strength for precast and cast-in-place components or the required release strength for prestressed concrete components.

b. Low-Pressure Steam: The steam used shall be in a saturated condition. Do not allow steam jets to impinge directly on the concrete, test cylinders, or forms. Cover control cylinders to prevent moisture loss and place them in a location where the temperature is representative of the average temperature of the enclosure.

c. Curing with Radiant Heat: Apply radiant heat by means of pipes circulating steam, hot oil or hot water, or by electric heating elements. Do not allow the heating elements to come in direct contact with the concrete or the forms. Distribute sources of heat in a manner that will prevent localized high temperatures above 160°F. To prevent moisture loss during curing, keep the exposed surfaces wet by fog mist or wet blankets.

d. Continuous Moisture and Heat: This method consists of heating the enclosure in combination with the continuous moisture method described above.

In addition to the curing blankets, an auxiliary cover for retention of the heat will be required over the entire placement. Support this cover at a sufficient distance above the placement being cured to allow circulation of the heat.

400-16.3 Silica Fume Concrete: Cure silica fume concrete a minimum of 72 hours using continuous moisture cure. No substitution of alternative methods nor reduction in the time period is allowed. After completion of the 72 hour curing period, apply a membrane curing compound to all concrete surfaces. Apply curing compound according to 400-16.2.

400-16.4 Bridge Decks and Approach Slabs: Cure bridge decks and approach slabs for a duration of seven days. Apply a membrane curing compound to the top surface in accordance with 400-16.2 using a compressor driven sprayer. In general, apply curing compound when the surface is damp and after all pooled water has evaporated. For Short bridges, begin applying curing compound immediately after the initially placed concrete has been floated, straightedged, textured and a damp surface condition exists and continue applying compound as concrete placement progresses with as little interruption as possible until the entire top surface has been coated with compound. For Long bridges, begin applying curing compound to the initially placed concrete as soon as a damp surface condition exists and continue applying compound as concrete placement progresses with as little interruption as possible until the entire top surface has been coated with compound. For all bridges, the elapsed time between the initial placement of deck or approach slab concrete and the completed application of curing compound must not exceed 120 minutes. The 120 minute limit may be extended by the Engineer if project specific factors (cool temperatures, high humidity, retarding admixtures, etc.) prolong wet surface conditions.

Prior to the first deck or approach slab placement, submit to the Engineer the method that will be used to periodically measure the rate of application of curing compound in, gallons per square foot as the concrete placement progresses. Prior to the placement of each deck or approach slab, submit to the Engineer the anticipated quantity of curing compound in gallons

along with the corresponding square feet of concrete to be covered to meet the coverage rate in 400-16.2. Compute the actual quantity of curing compound applied at the conclusion of each concrete placement and submit the quantity to the Engineer. Apply the curing compound from a work platform.

Place curing blankets on all exposed surfaces which are not formed as soon as possible with minimal effect on the surface texture. Place the curing blankets with sufficient overlapping seams to form an effective moisture seal. Before using curing blankets, mend tears, splits, or other damage that would make them unsuitable. Discard curing blankets that are not repairable. Wet all curing blankets immediately after satisfactorily placing them and maintain them in a saturated condition throughout the seven day curing period. Supply sufficient quantity of water meeting the requirements of Section 923 at the job site for wetting the blankets.

Where a bridge deck or approach slab is to be subjected to walking, wheeling or other approved construction traffic within the seven day curing period, protect the curing blankets and the concrete surface from damage by placing wooden sheeting, plywood or other approved protective material in the travel areas.

When the ends of the curing blankets are rolled back to permit screeding of adjacent concrete, keep the exposed surfaces wet throughout the period of exposure.

Bridge deck bottom and side forms may be removed after 72 hours upon compliance with 400-14. Approach slab side forms may be removed after 72 hours. Apply membrane curing compound to all surfaces stripped of forms within one hour of loosening. Apply curing compound according to 400-16.2.

400-16.5 Construction Joints: Cure construction joint areas using either the continuous moisture or curing blankets method.

400-16.6 Concrete Barriers, Traffic Railings, Parapets and End Post: Ensure concrete is cured in accordance with 400-16.2(2), except that a clear Type 1-D curing compound that must contain a fugitive dye may be used in lieu of Type 2. If Type 1-D is used, its removal per 400-15.1 during finishing is not required. When construction is by the slip form method, coat all concrete surfaces with a curing compound that meets the requirements of 925-2, either within 30 minutes of extrusion or before the loss of water sheen, whichever occurs first. Ensure a curing compound coating period of not less than seven days after application. Prior to each concrete placement, submit to the Engineer the method that will be used to periodically measure the rate of application in gallons per square foot. Also, prior to each placement, submit to the Engineer the anticipated quantity of curing compound in gallons that will be used to meet the coverage rate specified in 400-16.2 along with the corresponding square footage of concrete barriers, traffic railings, parapets and end posts to be coated with that quantity. Measure the actual quantity of curing compound that is applied during each concrete placement and submit the quantity to the Engineer. Applied finish coatings, that are on the APL and that are flagged as permitted for use as a curing compound, may be used in lieu of a curing compound. If an applied finish coating is used in lieu of a curing compound, have a backup system that is in full compliance with 400-16.2(2) available at all times to ensure that an effective alternative system will be immediately available if the applied finish coating cannot be applied within 30 minutes of extrusion or before the loss of water sheen.

400-16.7 Removal of Membrane Curing Compounds: Provide the longest possible curing duration; however, remove curing compound on portions of members to be bonded to other concrete. Compounds may be removed by either sand or water blasting. Water blasting

requires the use of water meeting the requirements of Section 923 and a minimum nozzle pressure of 2,900 psi.

400-17 Protection of Concrete.

400-17.1 Opening to Traffic: Do not open concrete bridge decks, approach slabs, or culverts to traffic for at least 14 days after concrete placement. During placement operations, concrete may be wheeled across previously placed slabs after they have set for 24 hours and plank runways are used to keep the loads over the beams.

400-17.2 Storing Materials on Bridge Slabs: Do not store heavy equipment or material, other than light forms or tools, on concrete bridge slabs or approach slabs until 14 days after they have been placed. Obtain approval from the Engineer prior to storing materials, tools or equipment on bridge decks at any time. Disperse any such loads to avoid overloading the structure.

400-17.3 Time of Placing Superstructure: Do not place the weight of the superstructure or beams on concrete substructure elements for at least 10 days after placement.

400-17.4 Alternate Procedure: As an alternative to the time delay periods set forth in 400-17.1 and 400-17.3, test cylinders may be prepared and tested by the Contractor in accordance with 346-5 and a determination made using one of the following methods:

1. When the cylinder test results indicate the minimum 28 day compressive strength shown in the Plans, concrete bridge decks, approach slabs, and culverts may be opened to traffic or the superstructure and beams may be placed on caps.

2. Submit signed and sealed calculations, prepared by a Specialty Engineer, demonstrating that the concrete caps can safely support the weight of the girders for the current concrete strength to the Engineer for approval.

In any event, comply with the curing provisions of 400-16.

400-18 Precast Planks, Slabs, and Girders.

400-18.1 General: Where so shown in the Contract Documents, the Contractor may construct concrete planks, slabs, girders, and other structural elements by precasting. In general, use a method that consists of casting structural elements in a casting yard, curing as specified in 400-16, transporting them to the site of the work, installing them on previously prepared supports and, where so shown in the Plans, joining them with poured-in-place slabs or keys. Handle and install precast prestressed members as specified in Section 450.

400-18.2 Casting: Cast precast elements on unyielding beds or pallets. Use special care in casting the bearing surfaces on both the elements and their foundations in order that these surfaces shall coincide when installing the elements. Check bearing surfaces on casting beds with a level and a straightedge prior to the casting. Similarly check corresponding surfaces on the foundations during finishing operations.

400-18.3 Poured-in-Place Keys: Where precast elements are to be joined with poured-in-place keys, carefully align the elements prior to pouring the keys.

400-18.4 Surface Finish: Finish the surface as specified in 400 15, except that where precast slabs and poured-in-place keys form the riding surface, give the entire surface a broomed finish.

400-18.5 Moving, Placing, and Opening to Traffic: Reinforced precast members may be moved from casting beds, placed in the structure, and opened to traffic at the ages shown in the following table:

Handling from casting beds to storage areas.....	7 days
Placing in structure	14 days
Opening to traffic:	
Precast elements	14 days
Cast-in-place slabs over precast girders.....	14 days
Cast-in-place keys joining precast slabs	7 days

As an alternate procedure, in lieu of the time delay periods set forth above, test beams may be cast from representative concrete, and cure them identically with the concrete in the corresponding structural component. Test the test beams in accordance with ASTM C31 and ASTM C78. When the test results indicate a flexural strength of 550 psi, or more, any of the operations listed above may proceed without completing the corresponding time delay period.

400-18.6 Setting Prestressed Slabs: Before permitting construction equipment on the bridge to erect slab units, submit sketches showing axle loads and spacing and a description of the intended method of setting slab units to the Engineer for approval. Do not use axle loads, spacing, and methods of setting which produce stresses in the slab units greater than the allowable stress.

400-18.7 Protection of Precast Elements: The Contractor is responsible for the safety of precast elements during all stages of construction. The Engineer will reject any precast elements that become cracked, broken, seriously spalled, or structurally impaired. Remove rejected precast elements from the work at no expense to the Department.

400-18.8 Form Material: Form material used to form hollow cores may be left in place. Ensure that the form material is neutral with respect to the generating of products harmful to the physical and structural properties of the concrete. The Contractor is responsible for any detrimental effects resulting from the presence of the form material within the precast element.

400-19 Cleaning and Coating Concrete Surfaces of Existing Structures.

For the purposes of this article, an existing structure is one that was in service prior to the start of the project to which this specification applies. For existing structures, clean concrete surfaces that are designated in the Contract Documents as receiving Class 5 applied finish coating by pressure washing prior to the application of coating. Use pressure washing equipment producing a minimum working pressure of 2,500 psi when measured at or near the nozzle. Do not damage or gouge uncoated concrete surfaces or previously coated concrete surfaces during cleaning operations. Remove all previously applied coating that is no longer adhering to the concrete or that is peeling, flaking or delaminating. Ensure that after the pressure wash cleaning and the removal of non-adherent coating, that the cleaned surfaces are free of efflorescence, grime, mold, mildew, oil or any other contaminants that might prevent proper adhesion of the new coating. After cleaning has been successfully completed, apply Class 5 Applied Finish Coating in accordance with 400-15.2.6 or as otherwise specified in the Plans.

400-20 Approach Slabs.

Construct approach slabs at the bridge ends in accordance with the applicable requirements of Section 350 using Class II (Bridge Deck) concrete. Place the reinforcement as specified in 350-7 and Section 415.

400-21 Disposition of Cracked Concrete.

400-21.1 General: The disposition of cracked concrete is described in this Article and applies to all cast-in-place concrete members, and once installed, to the precast and prestressed concrete members that are produced in accordance with 410, 450, 521, 534, 548 and 641.

400-21.2 Investigation, Documentation and Monitoring: The Engineer will inspect concrete surfaces as soon as surfaces are fully visible after casting, with the exception of surfaces of precast concrete products produced in offsite plants, between 7 and 31 days after the component has been burdened with full dead load, and a minimum of 7 days after the bridge has been opened to full unrestricted traffic. The Engineer will measure the width, length and depth of each crack and establish the precise location of the crack termination points relative to permanent reference points on the member. The Engineer will determine if coring of the concrete is necessary when an accurate measurement of crack depth cannot be determined by use of a mechanical probe. The Engineer will monitor and document the growth of individual cracks at an inspection interval determined by the Engineer to determine if cracks are active or dormant after initial inspection. The Engineer will perform all final bridge deck crack measurements once the deck is free of all debris and before transverse grooves are cut and after planing is complete for decks that require planing.

Provide the access, equipment and personnel needed for the Engineer to safely perform this work at no expense to the Department. Core cracks for use by the Engineer in locations and to depths specified by the Engineer at no expense to the Department.

400-21.3 Classification of Cracks: The Engineer will classify cracks as either nonstructural or structural. In general, nonstructural cracks are cracks 1/2 inch or less deep from the surface of the concrete; however, the Engineer may determine that a crack greater than 1/2 inch deep is nonstructural. In general, structural cracks are cracks that extend deeper than 1/2 inch. As an exception, all cracks in concrete bridge decks that are supported by beams or girders will be classified as nonstructural and repair will be in accordance with 400-21.5.1. However, if the Engineer determines that repair under 400-21.5.1 is unacceptable, repair in accordance with 400-21.5.2.

A crack that is fully or partially underwater at any time during its service life will be classified as a structural crack unless the Environment note on the General Notes sheet in the Plans categorizes the substructure as slightly aggressive, in which case, the nonstructural crack criteria may apply as determined by the Engineer.

Review and comment on the Engineer's crack classification; however, the Engineer will make the final determination.

400-21.4 Nonstructural Cracking Significance: The Engineer will determine the Cracking Significance. The Cracking Significance will be determined on the basis of total crack surface area as a percentage of total concrete surface area. Cracking significance will be categorized as Isolated, Occasional, Moderate or Severe according to the criteria in Tables 1 and 2. Cracking Significance will be determined on a LOT by LOT basis. A LOT will typically be made up of not more than 100 square feet and not less than 25 square feet of concrete surface area for structures other than bridge decks or typically not more than 400 square feet or not less than 100 square feet for bridge decks. A LOT will not extend beyond a single Elevation Range as shown in Table 1 or 2.

Review and comment on the Engineer's determination of Cracking Significance; however, the Engineer will make the final determination.

400-21.5 Repair Method: Repair or remove and replace cracked concrete as directed by the Engineer. Additional compensation or time will not be granted for repair or removal and replacement of cracked concrete when the Engineer determines the cause to be the responsibility of the Contractor.

400-21.5.1 Nonstructural Cracks: Repair each crack using the method as determined by the Engineer for each LOT in accordance with Table 1 or 2. When further investigation is required to determine repair or rejection, submit an Engineering Analysis Scope in accordance with 6-4, signed and sealed by a Specialty Engineer, to determine the strength and durability of the proposed repair. Upon approval of the Engineering Analysis Report (EAR) and final determination of the Engineer, repair or remove and replace the cracked concrete in accordance with the EAR.

400-21.5.2 Structural Cracks: Submit an Engineering Analysis Scope in accordance with 6-4, signed and sealed by the Contractor's Engineer of Record, to determine the strength and durability of the proposed repair.. Upon approval of the EAR and final determination of the Engineer, repair or remove and replace the cracked concrete in accordance with the approved EAR.

Table 1
DISPOSITION OF CRACKED CONCRETE OTHER THAN BRIDGE DECKS
[see separate Key of Abbreviations and Footnotes for Tables 1 and 2]

Elev. Range	Crack Width Range (inch) ⁽²⁾ x = crack width	Cracking Significance Range per LOT ⁽¹⁾												
		Isolated Less than 0.005%			Occasional 0.005% to<0.017%			Moderate 0.017% to<0.029%			Severe 0.029% or gr.			
		Environment Category												
		SA	MA	EA	SA	MA	EA	SA	MA	EA	SA	MA	EA	
Elevation: 0 to 6 ft AMHW	$x \leq 0.004$	NT	NT	PS (6)	NT	PS (6)	PS (6)	PS (6)	PS (6)					
	$0.004 < x \leq 0.008$	NT	PS (6)	EI (3)	PS (6)	EI (3)	EI (3)	PS (6)						
	$0.008 < x \leq 0.012$	NT	PS (6)	EI										
	$0.012 < x \leq 0.016$	PS (6)	Investigate to Determine Appropriate Repair ^(4,5) or Rejection											
	$0.016 < x \leq 0.020$													
	$0.020 < x \leq 0.024$										Reject and Replace			
	$0.024 < x \leq 0.028$													
	$x > 0.028$													
Elev.: More Than 6 ft to 12 ft AMHW	Crack Width	SA	MA	EA	SA	MA	EA	SA	MA	EA	SA	MA	EA	
	$x \leq 0.004$	NT	NT	PS (6)	NT	PS (6)	PS (6)	PS (6)	PS (6)	PS (6)	PS (6)			
	$0.004 < x \leq 0.008$	NT	PS (6)	EI (3)	PS (6)	PS (6)	EI (3)	PS (6)	EI (3)					
	$0.008 < x \leq 0.012$	NT	PS (6)	EI	EI	EI								
	$0.012 < x \leq 0.016$	PS (6)	EI	EI	EI									
	$0.016 < x \leq 0.020$	EI												
	$0.020 < x \leq 0.024$		Investigate to Determine Appropriate Repair ^(4,5) or Rejection									Reject and Replace		
	$0.024 < x \leq 0.028$													
	$x > 0.028$													
Elev.: Over 1 and or	Crack Width	SA	MA	EA	SA	MA	EA	SA	MA	EA	SA	MA	EA	
	$x \leq 0.004$	NT	NT	NT	NT	PS (6)	PS (6)	PS (6)	PS (6)	PS (6)	PS (6)			
	$0.004 < x \leq$	NT	PS	PS	PS	PS	EI	PS	EI	EI	PS			

0.008		(6)	(6)	(6)	(6)	(3)	(6)	(3)	(3)	(6)			
$0.008 < x \leq 0.012$	NT	PS (6)	EI	EI	EI	EI	EI	EI					
$0.012 < x \leq 0.016$	PS (6)	EI	EI	EI	EI	EI							
$0.016 < x \leq 0.020$	EI	EI	EI	EI									
$0.020 < x \leq 0.024$	EI	Investigate to Determine Appropriate Repair ^(4, 5) or Rejection											
$0.024 < x \leq 0.028$											Reject and Replace		
$x > 0.028$													

Table 2
DISPOSITION OF CRACKED CONCRETE BRIDGE DECKS
[see separate Key of Abbreviations and Footnotes for Tables 1 and 2]

Elev. Range	Crack Width Range (inch) ⁽²⁾ x = crack width	Cracking Significance Range per LOT ⁽¹⁾											
		Isolated less than 0.005%			Occasional 0.005% to<0.017%			Moderate 0.017% to<0.029%			Severe 0.029% or gr.		
		Environment Category											
		S A	MA	EA	SA	M A	EA	SA	MA	EA	S A	M A	E A
Elevation: 12 feet or Less AMHW	$x \leq 0.004$	N T	NT	NT	NT	NT	NT	NT	NT	NT			
	$0.004 < x \leq 0.008$	N T	NT	EI/ M	NT	NT	EI/M	EI/M	EI/ M	EI/M			
	$0.008 < x \leq 0.012$	N T	NT	EI/ M	NT	EI/ M	EI/M	EI/M	EI/ M				
	$0.012 < x \leq 0.016$	N T	NT	EI/ M	NT	EI/ M							
	$0.016 < x \leq 0.020$	EI /M	EI/ M	EI	EI								
	$0.020 < x \leq 0.024$	EI /M	EI	EI			Investigate to Determine Appropriate Repair ^(4,5) or Rejection					Reject and Replace	
	$0.024 < x \leq 0.028$	EI /M	EI										
	$x > 0.028$												
Elevation: Over Land or More Than 12 feet AMHW	Crack Width	S A	MA	EA	SA	M A	EA	SA	MA	EA	S A	M A	E A
	$x \leq 0.004$	N T	NT	NT	NT	NT	NT	NT	NT	NT			
	$0.004 < x \leq 0.008$	N T	NT	NT	NT	NT	EI/M	NT	EI/ M	EI/M			
	$0.008 < x \leq 0.012$	N T	NT	EI/ M	NT	NT	EI/M	EI/M	EI/ M				
	$0.012 < x \leq 0.016$	N T	NT	EI/ M	NT	EI/ M							
	$0.016 < x \leq 0.020$	N T	EI/ M	EI	EI/ M		Investigate to Determine Appropriate Repair ^(4,5) or Rejection						
	$0.020 < x \leq 0.024$	N T	EI/ M	EI								Reject and Replace	
	$0.024 < x \leq 0.028$	N T	EI/ M										
	$x > 0.028$												

Key of Abbreviations and Footnotes for Tables 1 and 2		
Type Abbreviation	Abbreviation	Definition
Repair Method	EI	Epoxy Injection
	M	Methacrylate
	NT	No Treatment Required
	PS	Penetrant Sealer
Environment Category	EA	Extremely Aggressive
	MA	Moderately Aggressive
	SA	Slightly Aggressive
Reference Elevation	AMHW	Above Mean High Water
<u>Footnotes</u>		
<p>(1) Cracking Significance Range is determined by computing the ratio of Total Cracked Surface Area (TCSA) to Total Surface Area (TSA) per LOT in percent $[(TCSA/TSA) \times 100]$ then by identifying the Cracking Significance Range in which that value falls. TCSA is the sum of the surface areas of the individual cracks in the LOT. The surface area of an individual crack is determined by taking width measurements of the crack at 3 representative locations and then computing their average which is then multiplied by the crack length.</p> <p>(2) Crack Width Range is determined by computing the width of an individual crack as computed in (1) above and then identifying the range in which that individual crack width falls.</p> <p>(3) When the Engineer determines that a crack in the 0.004 inch to 0.008 inch width range cannot be injected then for Table 1 use penetrant sealer unless the surface is horizontal, in which case, use methacrylate if the manufacturer's recommendations allow it to be used and if it can be applied effectively as determined by the Engineer.</p> <p>(4) (a) Perform epoxy injection of cracks in accordance with Section 411. Seal cracks with penetrant sealer or methacrylate as per Section 413. (b) Use only methacrylate or penetrant sealer that is compatible, according to manufacturer's recommendations, with previously applied materials such as curing compound or paint or remove such materials prior to application.</p> <p>(5) When possible, prior to final acceptance of the project, seal cracks only after it has been determined that no additional growth will occur.</p> <p>(6) Methacrylate shall be used on horizontal surfaces in lieu of penetrant sealer if the manufacturer's recommendations allow it to be used and if it can be applied effectively as determined by the Engineer.</p> <p>(7) Unless directed otherwise by the Engineer, repair cracks in bridge decks only after the grinding and grooving required by 400-15.2.5 is fully complete.</p>		

400-22 Method of Measurement.

400-22.1 General: The quantities of concrete to be paid for will be the volume, in cubic yards, of each of the various classes shown in the Plans, in place, completed and accepted. The quantity of precast anchor beams to be paid for will be the number in place and accepted. The quantity of bridge deck grooving to be paid for will be the area, in square yards of bridge deck and approach slab, completed and accepted. The quantity of bridge deck grooving and planing to be paid for will be the area, in square yards of bridge deck and approach slab, completed and accepted.

Except for precast anchor beams, for any item of work constructed under this Section and for which measurement for payment is not to be made by the volume of concrete, measurement and payment for such work will be as specified in the Section under which the work is specified in detail.

No separate payment will be made for obtaining the required concrete finish.

400-22.2 Calculation of Volume of Concrete:

400-22.2.1 Dimensions: The quantity will be computed by the plan dimensions of the concrete, within the neat lines shown in the Plans, except that no deduction will be made for

weep holes, deck drains, or encroachment of inlets and pipes in box culverts, and no chamfers, scorings, fillets, or radii 1 1/2 in² or less in cross-sectional area will be taken into account.

400-22.2.2 Pay Quantity: The quantity to be paid for will be the original plan quantity, measured as provided in 400-22.2.1, except that where the Plans call for an estimated quantity of miscellaneous concrete for contingent use, the contingent concrete will be measured as the actual quantity in place and accepted.

400-22.2.3 Items not Included in Measurement for Payment: No measurements or other allowances will be made for work or material for forms, falsework, cofferdams, pumping, bracing, expansion-joint material, etc. The volume of all materials embedded in the concrete, such as structural steel, pile heads, etc., except reinforcing bars or mesh, will be deducted when computing the volume of concrete to be paid for. For each foot of timber pile embedded, 0.8 cubic feet of concrete will be deducted. The cost of furnishing and placing dowel bars shall be included in the Contract unit price for the concrete.

400-22.2.4 Deck Girders and Beam Spans: In computing the volume of concrete in deck girders and beam spans, the thickness of the slab will be taken as the nominal thickness shown on the drawings and the width will be taken as the horizontal distance measured across the roadway. The volume of haunches over beams will be included in the volume to be paid for.

400-22.2.5 Stay-in-Place Metal Forms: When using stay-in-place metal forms to form the slab of deck girder and beam spans, the volume of concrete will be computed in accordance with the provisions of 400-22.2.4 except that the thickness of the slab over the projected plan area of the stay-in-place metal forms will be taken as the thickness shown on the drawings above the top surface of the forms. The concrete required to fill the form flutes will not be included in the volume of concrete thus computed.

400-22.3 Bridge Deck Grooving: The quantity to be paid for will be plan quantity in square yards, computed, using the area bound by the gutter lines (at traffic railings, curbs and median dividers) and the beginning and end of the bridge or the end of approach slabs, whichever is applicable, constructed, in place and accepted.

400-22.4 Bridge Deck Grooving and Planing: The quantity to be paid for will be plan quantity in square yards, computed, using the area bound by the gutter lines (at traffic railings, curbs and median dividers) and the beginning and end of the bridge or the end of approach slabs, whichever is applicable, constructed, in place and accepted.

400-22.5 Composite and Plain Neoprene Bearing Pads: The quantity to be paid for will be the original plan quantity, computed using the dimensions of the pads shown in the Plans.

400-22.6 Cleaning and Coating Concrete Surfaces: The quantity to be paid for will be the plan quantity in square feet for the areas shown in the Plans.

400-23 Basis of Payment.

400-23.1 Concrete:

400-23.1.1 General: Price and payment will be full compensation for each of the various classes of concrete shown in the Contract Documents.

400-23.1.2 Concrete Placed below Plan Depth: Authorized concrete placed in seal or footings 5 feet or less below the elevation of bottom of seal or footing as shown in the Plans will be paid for at the Contract price set forth in the Contract Documents under the pay items for substructure concrete.

Authorized concrete used in seal (or in the substructure where no seal is used) at a depth greater than 5 feet below the bottom of seal or footing as shown in the Plans will be paid for as Unforeseeable Work.

Such payment will be full compensation for the cofferdam construction, for excavation, and for all other expenses caused by the lowering of the footings.

400-23.1.3 Seal Concrete Required but Not Shown in Plans: When seal concrete is required as provided in 400-8 and there is no seal concrete shown in the Plans, it will be paid for as Unforeseeable Work.

400-23.2 Precast Anchor Beams: Price and payment will be full compensation for the beams, including all reinforcing and materials necessary to complete the beams in place and accepted.

No separate prices will be allowed for the various types of anchor beams.

400-23.3 Reinforcing: Reinforcing bars, wires and mesh will be measured and paid for as provided in Section 415, except that no separate payment will be made for the welded wire reinforcement used in concrete jackets on steel piles or reinforcement contained in traffic railings, concrete barriers, traffic separators or parapets. Where so indicated in the Plans, the Department will not separately pay for reinforcing used in incidental concrete work, but the cost of such reinforcement shall be included in the Contract unit price for the concrete.

400-23.4 Bridge Deck Grooving: Price and payment will be full compensation for all grinding, grooving, equipment, labor, and material required to complete the work in an acceptable manner.

400-23.5 Bridge Deck Grooving and Planing: Price and payment will be full compensation for all grooving, planing, equipment, labor, and material required to complete the work in an acceptable manner.

400-23.6 Composite and Plain Neoprene Bearing Pads: Price and payment will be full compensation for all work and materials required to complete installation of the pads.

400-23.7 Cleaning and Coating Concrete Surfaces: Price and payment will be full compensation for all work and materials required. The cost of coating new concrete will not be paid for separately, but will be included in the cost of the item to which it is applied.

400-23.8 General: The above prices and payments will be full compensation for all work specified in this Section, including all forms, falsework, joints, weep holes, drains, pipes, conduits, bearing pads, setting anchor bolts and dowels, surface finish, and cleaning up, as shown in the Plans or as directed. Where the Plans call for water stops, include the cost of the water stops in the Contract unit price for the concrete.

Unless payment is provided under a separate item in the Contract Documents, the above prices and payments will also include all clearing and grubbing; removal of existing structures; excavation, as provided in Section 125; and expansion joint angles and bolts.

The Department will not change the rate of payment for the various classes of concrete in which steel or FRP may be used due to the addition or reduction of reinforcing.

The Department will not make an allowance for cofferdams, pumping, bracing, or other materials or equipment not becoming a part of the finished structure. The Department will not pay for concrete placed outside the neat lines as shown in the Plans.

When using stay-in-place metal forms to form bridge decks, the forms, concrete required to fill the form flutes, attachments, supports, shoring, accessories, and all miscellaneous

items or work required to install the forms shall be included in the Contract unit price of the superstructure concrete.

400-23.9 Payment Items:

Payment will be made under:

- Item No. 400- 0- Class NS Concrete – per cubic yard.
- Item No. 400- 1- Class I Concrete - per cubic yard.
- Item No. 400- 2- Class II Concrete - per cubic yard.
- Item No. 400- 3- Class III Concrete - per cubic yard.
- Item No. 400- 4- Class IV Concrete - per cubic yard.
- Item No. 400- 6- Precast Anchor Beams - each.
- Item No. 400- 7- Bridge Deck Grooving - per square yard.
- Item No. 400- 8- Class V Concrete - per cubic yard.
- Item No. 400- 9- Bridge Deck Grooving and Planing - per square yard.
- Item No. 400- 16- Class VI Concrete - per cubic yard.
- Item No. 400-143- Cleaning and Coating Concrete Surfaces - per square foot.
- Item No. 400-147- Composite Neoprene Pads - per cubic foot.
- Item No. 400-148- Plain Neoprene Bearing Pads - per cubic foot.

**SECTION 415
REINFORCING FOR CONCRETE**

415-1 Description.

Furnish and place steel and fiber reinforced polymer (FRP) reinforcing of the quality, type, size, and quantity designated. Obtain all FRP reinforcing bars from a producer on the Department's Production Facility Listing.

415-2 Materials.

Meet the following requirements:

Steel Bar Reinforcement	931-1.1
Steel Welded Wire Reinforcement	931-1.2
FRP Bar Reinforcement	932-3

415-3 Protection of Material.

415-3.1 Steel Reinforcing: Store steel reinforcement above the surface of the ground, upon platforms, skids, or other supports, and protect it from mechanical injury and surface deterioration. Ensure that the steel reinforcement is free from loose rust, scale, dirt, paint, oil, and other foreign material prior to incorporation into the work.

415-3.2 Fiber Reinforcing Polymer (FRP) Reinforcing: Store FRP reinforcement above the surface of the ground, in boxes or upon platforms, skids, or other supports, and protect it from mechanical injury and direct exposure to UV light. Ensure that the FRP reinforcement is free from dirt, paint, oil, and other foreign material prior to incorporation into the work.

415-4 Bending, Splicing, and Cutting.

415-4.1 Steel Reinforcing: Fabricate reinforcing bars as prescribed in the CRSI Manual of Standard Practice. Shop bend the reinforcement cold to the shapes indicated in the Plans. Do not bend the reinforcement to shape in the field. Minor bending adjustments may be performed in the field with the approval of the Engineer.

Do not hot bend or straighten, weld, or thermal cut reinforcing steel.

415-4.2 Fiber Reinforcing Polymer (FRP) Reinforcing: No field fabrication of FRP reinforcing bars is permitted except tying and field cutting per ACI 440.5. Do not bend or straighten, couple, thermal cut, or shear cut FRP reinforcing bars.

415-5 Placing and Fastening.

415-5.1 General: Unless otherwise specified in the Contract Documents, the tolerance for bar spacing is plus or minus 1 inch from the plan position and the tolerance for concrete cover is minus 1/4 inch or plus 1/2 inch from the plan dimensions. Construct all tie patterns referenced by this Section in accordance with the CRSI Manual of Standard Practice.

415-5.2 Concrete Blocks for Spacing: Use precast concrete blocks to space and support the reinforcing bars. Use concrete blocks with a strength equal to or greater than the concrete in which they are to be placed and have wires cast into them for fastening to the reinforcing bars. Moist-cure the blocks for at least three days.

Submit a certification verifying the class of concrete used to fabricate the concrete blocks, and identifying the batch and load of concrete from which the concrete blocks were cast.

415-5.3 Tying:

415-5.3.1 Steel Reinforcing: Tie steel reinforcing using pliable steel wire that readily bends and twists without breaking and that provides a tie of sufficient strength to hold the steel reinforcing in its proper position. Tie stainless reinforcing steel using plastic coated pliable steel wire; or stainless steel wire meeting the requirements of ASTM A276, UNS S31600.

415-5.3.2 Fiber Reinforcing Polymer (FRP) Reinforcing: Tie FRP reinforcing using self-locking plastic straps; or plastic coated pliable steel wire that readily bends and twists without breaking and that provides a tie of sufficient strength to hold the FRP reinforcing in its proper position.

415-5.4 Splices: Where splices are authorized, rigidly clamp the bars or tie them in a manner meeting the Engineer's approval. Use the lap splice length as shown on the Plans.

415-5.4.1 Steel Reinforcing: Do not use welded splices for steel reinforcing except as specifically authorized by the Engineer and meeting the requirements of AWS D 1.4 Structural Welding Code - Reinforcing Steel.

Use mechanical couplers or splice devices for steel reinforcing that are listed on the Department's Approved Product List (APL).

415-5.4.2 Fiber Reinforcing Polymer (FRP) Reinforcing: Do not use mechanical couplers for FRP reinforcing. Use lap splices only.

415-5.5 Footings:

415-5.5.1 Supports: Support footing mat reinforcing with concrete blocks having dimensions not greater than 4 by 4 inches by plan clearance. Fasten concrete blocks to the steel using the cast-in wires.

415-5.5.2 Tolerances: Place footing mat reinforcing within 1/2 inch vertically from the plan bottom clearance and within 1 inch from the plan side clearance.

415-5.5.3 Tying: Tie footing mat reinforcing with a double-strand single tie at all intersections on the periphery and at alternate intersections within the mat.

415-5.6 Dowel Bars for Columns and Walls:

415-5.6.1 Supports and Positioning: Position dowel bars projecting into columns and walls so as to allow splicing of the vertical bars to the dowels and to tie the dowel bars in their plan position. Support the dowel bars by a rigid template such that concrete placement does not disturb their position. Support the reinforcing prior to placement of the footing concrete and do not insert dowel bars into the plastic concrete.

415-5.6.2 Tolerances: Place the dowels within 1/2 inch of their plan position and with a side clearance tolerance not exceeding 1/4 inch.

415-5.7 Verticals and Hoops for Columns:

415-5.7.1 Spacing-off from Side Forms: Space column reinforcing bars from the side forms by concrete blocks of dimensions not exceeding 2 inches by 2 inches by clearance dimension. Securely fasten each block to the reinforcing.

415-5.7.2 Tolerances and Clearance:

1. Column Verticals: Place column verticals within 1/2 inch of their plan position. Ensure that the side form clearance is within 1/4 inch of the specified clearance.

2. Column Hoops: Place every hoop within 1 inch of the plan position for the specific hoop, with no accumulation of such tolerance caused by the spacing between any two hoops. Ensure that side form clearance for any hoop is within 1/2 inch of its specified clearance.

415-5.7.3 Tying: Tie the column hoops to the column verticals at each intersection, by a cross tie or figure 8 tie.

415-5.8 Wall Reinforcing (Not Including Dowel Bars):

415-5.8.1 Supports: Space wall reinforcing bars from the side forms by concrete blocks of dimensions not greater than 2 inches by 2 inches by clearance dimensions. Fix the spacing between wall mats by means satisfactory to the Engineer.

415-5.8.2 Tolerance: Except when necessary to clear a fixture, place reinforcing bars within 1 inch of plan position. Ensure that the number of bars in any affected unit is as specified, and place the remainder of the bars (not thus affected) within 1 inch of plan location.

415-5.8.3 Tying: Tie retaining wall reinforcing bars with a cross tie or figure 8 tie at each intersection on the periphery and at every third intersection within the mat. If workmen use the reinforcing as a ladder, provide additional ties as directed by the Engineer.

Tie noise and perimeter wall reinforcing bars with a single tie at each intersection on the periphery and at every third intersection within the mat.

415-5.9 Beams and Caps:

415-5.9.1 Supports: Maintain bottom clearances by approved heavy beam bolsters. Support additional layers of main longitudinal reinforcing bars from the lower layers by heavy upper-beam bolsters, placed directly over low supports.

Begin the spacing of beam bolsters at not more than 2 feet from the end of the beams or caps and space the additionally required bolsters at not more than 4 feet.

Use concrete blocks, having dimensions not greater than 2 inches by 2 inches by specified clearance, fastened to the reinforcing bars by the cast-in wires, for spacing the upper main longitudinal bars below the top bars. Maintain the side clearance by concrete blocks, having dimensions not greater than 2 inches by 2 inches by required clearance, fastened to the reinforcing bars by the cast-in wires.

415-5.9.2 Tolerances: Place the main longitudinal reinforcing bars so as to provide a bottom and top clearance within 1/4 inch of the plan vertical dimensions for all layers. Space the bars from side forms within 1/2 inch of the specified spacing.

Place stirrups within 1 inch of the plan position for each individual stirrup and do not allow the tolerance to accumulate.

415-5.9.3 Tying: Tie all intersecting bars with a double-strand single tie.

415-5.10 Deck Slabs:

415-5.10.1 Supports:

1. Bottom Mats: Support the bottom mat of reinforcing bars using slab bolsters or concrete blocks. Use one row of slab bolsters placed 6 inches from the edge of the slab and two rows down each deck section between beams. Do not allow the spacing between rows to exceed 4 feet, measured center to center.

Use concrete blocks 2 inches by 2 inches by clearance dimensions. Space concrete blocks 4 feet on center as a maximum.

2. Top Mats: Support the top mats of reinforcing bars by either continuous or individual high chairs. Provide high chairs along both sides of each beam and approximately 6 inches back from the edge of the beam. Place the outside row of high chairs 6 inches from the edge of the slab. If using individual high chairs, do not allow the longitudinal spacing to be greater than 4 feet.

As an alternate to the above, on prestressed beam construction, the Contractor may support the top mat of reinforcing bars on the shear connectors bent to the proper elevation with one line of high chairs centered between the beams.

3. Truss Bars: Support truss bars at each end of the top bends by continuous high chairs or by individual high chairs spaced longitudinally at not more than 4 feet.

415-5.10.2 Tolerances: Ensure that top and bottom clearances are within 1/4 inch from those shown in the Plans.

Ensure that end and bottom clearances are within 1/4 inch from those shown in the Plans.

Ensure that end and edge clearances are within 1/4 inch of the clearance specified.

Place curb bars within 1/4 inch in any direction of the plan position.

415-5.10.3 Tying: Tie all reinforcing bars in each layer with a double-strand single tie at every intersection on the periphery and at every third intersection in the interior area. If encountering difficulty in maintaining the reinforcing bars in position during the placing of concrete, tie additional intersections as necessary to hold the reinforcing bars secure.

415-5.11 Box Culverts:

415-5.11.1 Supports:

1. Bottom Slabs: In the bottom slabs of box culverts, provide supports for single-mat reinforcing bars and for bottom-mat reinforcing bars, including placement and spacing, as specified for footing mat steel in 415-5.5. In addition, where the Plans call for more than one mat of reinforcing bars in the bottom slab of the culvert, support the top mat away from the bottom mat, either by upper beam bolsters or by other means satisfactory to the Engineer.

2. Walls: Place, space and support the reinforcing bars in walls of box culverts in accordance with the requirements of 415-5.8.

3. Top Slabs: In the top slabs of box culverts, support the bottom mats of reinforcing bars by a row of slab bolsters 12 inches from the inside face of the walls and with additional rows of bolsters at spacings not exceeding 4 feet, center to center. As an exception, unless the Engineer deems the use of the slab bolsters as necessary to obtain proper support, the Contractor may use concrete blocks as the supporting device. Use blocks of dimensions not greater than 2 inches by 2 inches by the required clearance, with spacings not exceeding 4 feet in any direction. Fasten blocks to the reinforcing steel by the cast-in wires.

4. Truss Bars: Support truss bars as specified in 415-5.10..

415-5.11.2 Tolerances: Use tolerances in placing the reinforcing bars in box culvert slabs as specified for deck slabs in 415-5.10. Use tolerances for placing bars in walls as specified in 415-5.8.

415-5.11.3 Tying: Tie reinforcing bars in box culverts as specified for deck slabs in 415-5.10.

415-5.12 Cleaning: Before placing any concrete, clean all mortar from the reinforcement.

415-5.13 Bar Supports:

415-5.13.1 General: Provide reinforcing bar supports manufactured in accordance with all requirements of the CRSI Manual of Standard Practice. Use bar supports of adequate strength to withstand a 300 pound concentrated load without permanent deformation or breakage, with deflection less than 5% of the support height.

Ensure that no more than 5% of the reinforcing bar supports exhibit unsatisfactory performance, breakage, or permanent deformation during bar tying and/or concrete placement operations. If a bar support does not achieve this level of performance,

reduce the average spacing between bar supports by 15%, or remove that product from use on the job.

Ensure that bar supports do not move during concrete placing operations. To prevent movement, tie supports to the reinforcing bars.

When using bar supports on corrugated metal stay-in-place forms, use supports specifically designed for the form being used.

For structural elements located in extremely aggressive environments, do not use metal bar supports in contact with removable forms or floor surfaces to support reinforcing bars.

415-5.13.2 Metal Bar Supports: For metal bar supports in contact with removable forms, provide supports constructed with molded plastic legs or plastic protected metal legs or bolster rails. Do not allow any portion of the bar support other than the molded plastic leg or plastic protected portion of the metal leg or bolster rail to be closer than 1/2 inch from the removable form surface for concrete to be cast.

Submit certification verifying that all metal bar supports meet the following requirements:

1. That they are manufactured from cold drawn steel wire in accordance with the wire sizes and geometrical dimensions shown in the CRSI Manual of Standard Practice, Chapter 3.

2. That the plastic used for protection of the steel legs or bolster rails has a thickness of 3/32 inch or greater at points of contact with the form work.

Provide plastic protection by a dipping operation, by adding premolded plastic tips to the legs of the support or by molding plastic to the top wire of the support. Ensure that the plastic material used for protection of steel legs does not chip, crack, deform, or peel during use.

Do not use metal bar supports to support FRP reinforcing bars.

415-5.13.3 Plastic Bar Supports and Spacers: Use non-stackable plastic bar supports and spacers. Bar supports shall be able to meet the concentrated load requirements of 415-5.13 within a working temperature range of 20 to 150°F. Spacers shall be able to provide sufficient strength to support reinforcing steel in the required position without deformation and relaxation under job conditions. For drilled shafts, use wheel spacers with a smooth perimeter surface.

Submit protection from sunlight until placed in the form and mold in a configuration which does not restrict concrete flow and consolidation.

All plastic bar supports and spacers shall have a maximum water absorption of 0.5% at 7 days as per ASTM D570. Plastic bar supports and spacers made of recycled plastic products must meet the additional requirements of Section 972.

Submit to the Engineer independent lab test data and certification verifying that the plastic spacers meet the requirements specified herein.

Use plastic bar supports listed on the Department's APL. Provide each individual bar support with an identification number unique to the particular model permanently marked on the surface as included in the APL. Manufacturers seeking evaluation of products for inclusion on the APL must submit an application in accordance with Section 6 and include certified test reports from an independent laboratory showing that the plastic bar supports meet all the requirements specified herein.

415-6 Welded Deformed Steel Wire Reinforcement.

415-6.1 General: Provide welded deformed steel wire reinforcement as shown in the Plans or as a substitute for deformed bar reinforcement when approved on the shop drawings. Propose substitutions of welded deformed steel wire reinforcement in a manner that provides a cross-sectional area per foot of welded deformed steel wire equal to that provided in the Plans for deformed bar reinforcement. Orient the deformed wires of welded deformed steel wire reinforcement in the same position as bar reinforcement detailed in the Plans. Cross wires of welded deformed steel wire reinforcement may be deformed or smooth and must have a cross-sectional area at least 35% greater than the area of the deformed wire.

415-6.2 Design: When welded deformed steel wire reinforcement is substituted for deformed bar reinforcement, ensure that the development length, splices, shear reinforcement, and distribution meet the requirements of the AASHTO LRFD Bridge Design Specifications.

415-7 Method of Measurement.

415-7.1 Reinforcing Steel: The quantity to be paid for will be the plan quantity, in pounds, of reinforcing steel, stainless reinforcing steel, or low carbon chromium reinforcing steel incorporated into the completed work and accepted, subject to any changes approved by the Engineer. The quantity will not include the reinforcing steel (all types) in any item of work for which the basis of payment already includes the steel reinforcement. No additional payment will be made for substitutions of welded deformed wire reinforcement proposed by the Contractor. No separate payment will be made for reinforcing steel (all types) in pipe endwalls. No deduction will be made from reinforcing steel (all types) quantities for encroachment of inlets and pipes in box culverts. The lengths to be used in the calculation will be the detailed lengths of bars as shown in the Plans.

415-7.2 Unit Weights of Steel Bars: The unit weights used will be CRSI Standard Reinforcing Steel Bar Weights.

415-7.3 Welded Wire Reinforcement: Where welded wire reinforcement is to be paid for by weight, the quantity to be paid for will be the product of the area, in square feet, of the welded wire reinforcement incorporated into the completed work and accepted, multiplied by the manufacturer's standard weight per square foot.

When welded deformed steel wire reinforcement is substituted for deformed bar reinforcement, the quantity to be paid for will be the quantity which would be paid for if bar reinforcement as detailed in the Plans were utilized, based on plan quantity.

415-7.4 Fiber Reinforcing Polymer (FRP) Reinforcing: The quantity to be paid for will be the plan quantity, in linear feet, of bar incorporated into the completed work and accepted, subject to any changes approved by the Engineer. The quantity will not include the FRP bar in any item of work for which the basis of payment already includes the FRP bars. The lengths to be used in the calculation will be the detailed lengths of bars as shown in the Plans.

415-8 Basis of Payment.

Price and payment will be full compensation for all work specified in this Section, including all welding, all clips, spacers, ties, mechanical couplers, etc., and wire or other material used for fastening the reinforcement in place.

If spliced bars are used when full length bars might reasonably be required, the quantity paid for will be only that which would be obtained if full length bars were used, with no allowance for lap.

Payment will be made under:

Item No. 415- 1- Reinforcing Steel - per pound.
Item No. 415- 2- Stainless Reinforcing Steel – per pound.
Item No. 415- 3- Low Carbon Chromium Reinforcing Steel – per pound.
Item No. 415- 10- Fiber Reinforced Polymer Reinforcing Bar – per linear
foot.

**SECTION 455
STRUCTURES FOUNDATIONS**

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A. GENERAL

455-1 General.

The Contractor may examine available soil samples and rock cores obtained during the soil boring operations at the appropriate District Materials Office.

455-1.1 Monitor Existing Structures: Monitor existing structures in accordance with Section 108.

455-1.2 Excavation: Complete all excavation of the foundations prior to installing piles or shafts unless otherwise authorized by the Engineer. After completing pile/shaft installation, remove all loose and displaced materials from around the piles/shafts, leaving a clean, solid surface. Compact the soil surface on which concrete is to be placed or which will support the forming system for the concrete to support the load of the plastic concrete without settling or causing the concrete to crack, or as shown in the Contract Documents.

455-1.2.1 Abutment (End Bent) Fill: Place and compact the fill before installing end-bent piling/shafts, except when driving specified test piling in end bents or the Plans show uncased piles through proprietary retaining wall fills.

When installing piles/shafts or casing prior to placing fill, take necessary precautions to prevent displacement of piles/shafts during placing and compacting fill materials within 15 feet of the piles/shafts or casing. Reference and check the position of the piles/shafts or casing at three approximately equal intervals during construction of the embankment.

Place embankment material in 6 inch loose lifts in the 15 foot area around the piles/shafts or casing. Compact embankment material within the 15 foot area adjacent to the piles/shafts or casing to the required density with compaction equipment weighing less than 1,000 pounds. When installing piles/shafts prior to the completion of the surrounding fills, do not cap them until placing the fills as near to final grade as possible, leaving only the necessary working room for construction of the caps.

When shown in the Plans, provide permanent casings installed prior to placement of the fill, for all drilled shafts through mechanically stabilized fills (for example, behind proprietary retaining walls) for shafts installed after fill placement. Install temporary casings through the completed conventional fill when permanent casings are not required.

Provide permanent casings, if required, before the fill is placed extending a sufficient distance into the existing ground to provide stability to the casings during construction of the abutment fill.

455-1.3 Cofferdams: Construct cofferdams as detailed in the Plans. When cofferdams are not detailed in the Plans, employ a qualified Specialty Engineer to design cofferdams, and to sign and seal the plans and specification requirements. Submit the designs to the Engineer for their records before beginning construction.

Provide a qualified diver and a safety diver to inspect the conditions of the foundation enclosure or cofferdam when the Contract Documents require a seal for construction. Equip these divers with suitable voice communications, and have them inspect the foundation enclosure and cofferdam periphery including each sheeting indentation and around each piling or drilled shaft to ensure that no layers of mud or other undesirable materials were left above the bottom of seal elevation during the excavation process. Also have the divers check to make sure the surfaces of the piles or drilled shafts are sufficiently clean to allow bond of the concrete down to the minimum bottom of seal elevation. Ensure that there are no mounds of stone, shell, or unapproved backfill material left after placement and grading. Assist the Engineer as required to ensure that the seal is placed as specified and evaluate the adequacy of the foundation soils or rock. Correct any deficiencies found by the divers. Upon completion of inspection by the divers, the Department may also elect to inspect the work before authorizing the Contractor to proceed with subsequent construction operations. Submit a written report by the divers to the Engineer indicating the results of their underwater inspection before requesting authorization to place the seal concrete.

455-1.4 Vibrations on Freshly Placed Concrete (Drilled Shafts and Piers): Ensure that freshly placed concrete is not subjected to peak particle velocities greater than 1.5 inches per second from vibration sources located within 30 feet (from the nearest outside edge of freshly placed concrete to the vibration source) until that concrete has attained its final set as defined by ASTM C403 except as required to remove temporary casings before the drilled shaft elapsed time has expired.

455-2 Static Compression Load Tests.

455-2.1 General: Employ a professional testing laboratory, or Specialty Engineer with prior load test experience on at least three projects, to conduct the load test in compliance with these Specifications, to record all data, and to submit reports of the test results to the Engineer except when the Contract Documents show that the Department will supply a Geotechnical Engineer to provide these services.

Perform the load test by applying a load up to the load required in the Contract Documents or to the failure load, whichever occurs first.

Do not apply test loads to piles sooner than 48 hours (or the time interval shown in the Plans) after driving of the test pile or reaction piles, whichever occurs last.

Allow up to four weeks after the last load test for the analysis of the load test data and to provide all the estimated production tip elevations. If the Contractor is willing to construct production foundation elements in areas designated by the Engineer, tip elevations will be determined in these areas beginning seven days after the receipt of the load test data which represents the designated area.

Do not begin static load testing of drilled shafts until the concrete has attained a compressive strength of 3,400 psi. The Contractor may use high early strength concrete to obtain this strength at an earlier time to prevent testing delays.

Load test piles/shafts in the order directed by the Engineer. Unless shown otherwise in the Contract Documents, provide all equipment, materials, labor, and technical personnel required to conduct the load tests, including determination of anchor reaction member

depths. In this case, provide a loading apparatus designed to accommodate the maximum load plus an adequate safety factor.

While performing the load test, provide safety equipment, and employ safety procedures consistent with the latest approved practices for this work. Include with these safety procedures, adequate support for the load test plates and jack to prevent them from falling in the event of a release of load due to hydraulic failure, test pile/shaft failure, or any other cause.

Include in the bid the cost of transporting load test equipment and instrumentation supplied by the Department from their storage location to the job site and back. Handle these items with care. The Contractor is responsible for the safe return of these items. After completion of the static load tests, return all Department furnished equipment in satisfactory operating condition. Repair all damage to the test equipment furnished by the Department to the satisfaction of the Engineer. Clean all areas of rust on structural steel items, and recoat those areas in accordance with Section 560. Return all load test equipment supplied by the Department within 30 days after completing the load tests.

The Contractor is responsible for the equipment from the time it leaves its storage area until the time it is returned. During this time, insure the equipment against loss or damage for the replacement cost thereof (the greater of \$150,000 or the amount shown in the Plans) or for the full insurable value if replacement cost insurance is not available.

Notify the Engineer at the preconstruction conference, or no later than 30 days before beginning test pile installation, of the proposed testing schedule so that items supplied by the Department may be reserved. Notify the Department at least ten working days before pick-up or return of the equipment. During pick-up, the Department will complete a checklist of all equipment placed in the Contractor's possession. The Department will later use this checklist to verify that the Contractor has returned all equipment. Provide personnel and equipment to load or unload the equipment at the Department's storage location. Provide lifting tongs or nylon slings to handle Department owned test girders. Do not perform cutting, welding, or drilling on Department owned girders, jacks, load cells, or other equipment.

455-2.2 Loading Apparatus: Provide an apparatus for applying the vertical loads as described in one of the following:

1. As shown and described in the Contract Documents.
2. As supplied by the Contractor, one of the following devices designed to accommodate a load at least 20% higher than the test load shown in the Plans or described herein for test loads:

- a. **Load Applied by Hydraulic Jack Acting Against Weighted Box or Platform:** Construct a test box or test platform, resting on a suitable support, over the pile, and load it with material with a total weight greater than the anticipated maximum test load. Locate supports for the weighted box or platform at least 6 feet or three pile/shaft diameters, whichever is greater, measured from the edge of the pile or shaft to the edge of the supports. Insert a hydraulic jack with pressure gauge between the test pile or shaft and the underside of the reaction beam, and apply the load to the pile or shaft by operating the jack between the reaction beam and the top of the pile or shaft.

- b. **Load Applied to the Test Pile or Shaft by Hydraulic Jack Acting Against Anchored Reaction Member:** Construct reaction member anchorages in accordance with article 6.3 of ASTM D1143. Attach a girder(s) of sufficient strength to act as a reaction beam to the upper ends of the anchor piles or shafts. Insert a hydraulic jack with pressure gauges between

the head of the test pile/shaft and the underside of the reaction beam, and apply the test load to the pile/shaft by operating the jack between the reaction beam and the pile/shaft head.

If using drilled shafts with bells as reaction member anchorages, locate the top of the bell of any reaction shaft anchorage at least three shaft diameters below the bottom of the test shaft.

c. Combination Devices: The Contractor may use a combination of devices (a) and (b), as described above, to apply the test load to the pile or shaft.

d. Other systems proposed by the Contractor and approved by the Engineer: When necessary, provide horizontal supports for loading the pile/shaft, and space them so that the ratio of the unsupported length to the minimum radius of gyration of the pile does not exceed 120 for steel piles, and the unsupported length to the least cross-section dimension does not exceed 20 for concrete piles or drilled shafts. Ensure that horizontal supports provide full support without restraining the vertical movement of the pile in any way.

When required by the Contract Documents, apply a horizontal load to the shaft either separately or in conjunction with the vertical load. Apply the load to the test shaft by hydraulic jacks, jacking against Contractor provided reaction devices. After receiving the Engineer's approval of the proposed method of load application, apply the horizontal load in increments, and relieve it in decrements as required by the Contract Documents.

455-2.2.1 Modified Quick Test:

1. Loading Procedure: Apply vertical loads concentric with the longitudinal axis of the tested pile/shaft to accurately determine and control the load acting on the pile/shaft at any time. Place the load on the pile/shaft continuously, in increments equal to approximately 5% of the maximum test load specified until approaching the failure load, as indicated by the measuring apparatus and/or instruments. Then, apply increments of approximately 2.5% until the pile/shaft "plunges" or attains the limiting load. The Engineer may elect to stop the loading increments when he determines the Contractor has met the failure criteria or when a settlement equal to 10% of the pile/shaft width or diameter is reached. Apply each load increment immediately after taking and verifying the complete set of readings from all gauges and instruments. Apply each increment of load within the minimum length of time practical, and immediately take the readings. Complete the addition of a load increment and the completion of the readings within 5 to 15 minutes. The Engineer may elect to hold the maximum applied load up to one hour.

Remove the load in decrements of about 10% of the maximum test load. Remove each decrement of load within the minimum length of time practical, and immediately take the readings. Complete the removal of a load decrement and the taking of the readings within 5 to 15 minutes. The Engineer may also require up to two reloading cycles with five loading increments and three unloading decrements. Record the final recovery of the pile/shaft until movement is essentially complete for a period up to one hour after the last unload interval.

2. Failure Criteria and Nominal Resistance: Use the criteria described herein to establish the failure load. The failure load is defined as the load that causes a pile/shaft top deflection equal to the calculated elastic compression plus 0.15 inches plus 1/120 of the pile/shaft minimum width or the diameter in inches for piles/shafts 24 inches or less in width, and equal to the calculated elastic compression plus 1/30 of the pile/shaft minimum width or diameter for piles/shafts greater than 24 inches in width. Consider the nominal resistance of any pile/shaft so tested as either the maximum applied load or the failure load, whichever is smaller.

455-2.3 Measuring Apparatus: Provide an apparatus for measuring movement of the test piles/shafts that consists of all of the following devices:

1. Wire Line and Scale: Stretch a wire as directed by the Engineer between two supports located at a distance at least:

a. 10 feet from the center of the test pile but not less than 3.5 times the pile diameter or width.

b. 12 feet from the centerline of the shaft to be tested but not less than three shaft diameters.

Locate the wire supports as far as practical from reaction beam anchorages. At over-water test sites, the Contractor may attach the wire line as directed by the Engineer to the sides of the service platform. Mount the wire with a pulley on one support and a weight at the end of the wire to provide constant tension on the wire. Ensure that the wire passes across the face of a scale mounted on a mirror attached to the test pile/shaft so that readings can be made directly from the scale. Use the scale readings as a check on an average of the dial readings. When measuring both horizontal and vertical movement, mount separate wires to indicate each movement, horizontal or vertical. Measure horizontal movements from two reference wires set normal to each other in a horizontal.

2. Wooden Reference Beams and Dial Gauges: Attach wooden reference beams as detailed in the Plans or approved by the Engineer to independent supports. For piles, install the greater of 3.5 times the pile diameter or width or 10 feet from the centerline of the test pile. For drilled shafts, install at the greater of three shaft diameters or 12 feet from the centerline of the shaft to be tested. Locate the reference beam supports as far as practical from reaction beam anchorages. For over-water test sites, the Contractor may attach the reference beams as directed by the Engineer between two diagonal platform supports. Attach dial gauges, with their stems resting either on the top of the pile/shaft or on lugs or similar reference points on the pile/shaft, to the fixed beams to record the movement of the pile/shaft head. Ensure that the area on the pile/shaft or lug on which the stem bears is a smooth surface which will not cause irregularities in the dial readings.

Provide a minimum of four dial gauges, each with 0.001 inch divisions and with 2 inch minimum travel, placed at 90 degree intervals for measuring vertical or horizontal movement.

3. Survey Level: As a check on the dial gauges, determine the elevation of a point near the top of the test pile/shaft (on plan datum) by survey level at each load and unload interval during the load test. Unless approved otherwise by the Engineer, level survey precision is 0.001 foot. Alternately, the surveyor may read an engineer's 50 scale attached near the pile/shaft head. Determine the first elevation before applying the first load increment; make intermediate readings immediately before a load increment or an unload decrement, and after the final unload decrement that completely removes the load. Make a final reading at the time of the last recovery reading or as directed by the Engineer.

For over-water test sites, when shown in the Plans or directed by the Engineer, the Contractor shall drive an H pile through a 36 inch casing to provide a stable support for the level and to protect it against wave action interfering with level measurements. Provide a suitable movable jig for the surveyor to stand. Use a jig that has a minimum of three legs, has a work platform providing at least 4 feet width of work area around the casing, and is approved by the Engineer before use. The described work platform may be supported by the protective casing when approved by the Engineer.

455-2.4 Load Test Instrumentation:

1. General: The intent of the load test instrumentation is to measure the test load on top of the pile/shaft and, when provided in the Contract Documents, its distribution between side friction and end bearing to provide evaluation of the preliminary design calculations and settlement estimates and to provide information for final pile/shaft length design. Ensure that the instrumentation is as described in the Contract Documents.

When requested by the Engineer, provide assistance during installation of any instrumentation supplied by the Department. Supply 110 V, 60 Hz, 30 A of AC electric power in accordance with the National Electric Code (NEC) to each test pile/shaft site during the installation of the instrumentation, during the load testing, and during any instrumented redrives ordered by the Engineer.

Place all of the internal instrumentation on the rebar cage before installation in the test shaft. Construct the rebar cage at least two days before it is required for construction of the test shaft. Provide assistance during installation of instrumentation supplied by the Department, including help to string, place, and tie the instrumentation and any assistance needed in moving or repositioning the cage to facilitate installation. Place the rebar cage in one segment complete with its instrumentation. The Engineer may require multiple lift points and/or a suitable "stiffleg" (length of H pile or other suitable section) to get the cage in a vertical position without causing damage to the instrumentation. Successfully demonstrate the lifting and handling procedures before the installing instrumentation.

2. Hydraulic Jack and Load Cell: Provide hydraulic jack(s) of adequate size to deliver the required test load to the pile/shaft unless shown otherwise in the Plans. Before load testing begins, submit a certificate from a reputable testing laboratory showing a calibration of gauge readings for all stages of jack loading and unloading for jacks provided. Ensure that the jack has been calibrated within the preceding six months unless approved otherwise. Recalibrate the jack after completing load testing if so directed by the Engineer. Ensure that the accuracy of the gauge is within 5% of the true load.

Provide an adequate load cell approved by the Engineer that has been calibrated within the preceding six months. Provide an approved electrical readout device for the load cell. Submit a certificate from an independent testing laboratory showing a calibration of readings for all stages of loading and unloading for load cells furnished by the Contractor and obtain the approval of the Engineer before beginning load testing. Ensure that the accuracy of the load cell is within 1% of the true load.

3. Telltales: When shown in the Contract Documents, furnish and install telltales that consist of an unstressed steel rod placed, greased for reducing friction and corrosion, with appropriate clearance inside a constant-diameter pipe that rests on a flat plate attached to the end of the pipe at the point of interest shown in the Contract Documents. Construct telltales in accordance with the Contract Documents. Install dial gauges reading to 0.001 inch with 1 inch minimum travel as directed by the Engineer to measure the movement of the telltale with respect to the top of the pile/shaft.

4. Embedded Strain Gauges: When shown in the Contract Documents, furnish and install strain gauges in the test shaft to measure the distribution of the load. Ensure that the type, number, and location of the strain gauges are as shown in the Plans or as directed by the Engineer. Use strain gauges that are waterproof and have suitable shielded cable that is unspliced within the shaft.

455-2.5 Support Facilities: Furnish adequate facilities for making load and settlement readings 24 hours per day. Provide such facilities for the instrumented area, and include lighting and shelter from rain, wind, and direct sunlight.

455-2.6 Load Test Personnel Furnished by the Contractor: Provide a certified welder, together with necessary cutting and welding equipment, to assist with the load test setup and to make any necessary adjustments during the load test. Provide personnel to operate the jack, generators, and lighting equipment, and also provide one person with transportation to assist as required during load test setup and conducting of the load tests. Provide qualified personnel, as determined by a Specialty Engineer or testing lab, required to read the dial gauges, take level measurements, and conduct the load test, except when the Contract Documents show that the Department will provide these personnel.

455-2.7 Cooperation by the Contractor: Cooperate with the Department, and ensure that the Department has access to all facilities necessary for observation of the conduct and the results of the test.

455-2.8 Required Reports: Submit a preliminary static load test report to the Engineer within five days after completing the load test. When the Contract Documents do not require internal instrumentation, submit the final report within ten days after completing the load test. Submit the final report of test results for internally instrumented shafts within 30 days after completing the load test. Include in the report of the load test the following information:

1. A tabulation of the time of, and the amount of, the load and settlement readings, and the load and recovery readings taken during the loading and unloading of the pile/shaft.
2. A graphic representation of the test results, during loading and unloading of pile/shaft top movement as measured by the average of the dial gauge readings, from wireline readings and from level readings.
3. A graphic representation of the test results, when using telltales, showing pile/shaft compression and pile/shaft tip movement.
4. The estimated failure and safe loads according to the criteria described herein.
5. Remarks concerning any unusual occurrences during the loading of the pile/shaft.
6. The names of those making the required observations of the results of the load test, the weather conditions prevailing during the load test, and the effect of weather conditions on the load test.
7. All supporting data including jack and load cell calibrations and certificates and other equipment requiring calibration.
8. When the Contract Document requires internal instrumentation of the pile/shaft, furnish all of the data taken during the load test together with instrument calibration certifications. In addition, submit a report showing an analysis of the results of axial load and lateral load tests in which soil resistance along and against the pile/shaft is reported as a function of deflection.

Submit the necessary reports prepared by the Specialty Engineer responsible for collection and interpretation of the data, except when the Contract Documents show that the Department will provide a Geotechnical Engineer.

455-2.9 Disposition of Loading Material: Remove all equipment and materials, which remains the Contractor's property, from the site. Clean up and restore the site to the satisfaction of the Engineer.

455-2.10 Disposition of Tested Piles/Shafts: After completing testing, cut off the tested piles/shafts, which are not to be incorporated into the final structure, and any reaction piles/shafts at an elevation 24 inches below the finished ground surface or as shown in the Plans. Take ownership of the cut-offs and provide areas for their disposal.

B. PILING

455-3 Description.

Furnish and install concrete, steel, or wood piling including driving, jetting, preformed pile holes, cutting off, splicing, dynamic load testing, and static load testing of piling.

In the event a pile is broken or otherwise damaged by the Contractor to the extent that the damage is irreparable, in the opinion of the Engineer, the Contractor shall extract and replace the pile at no additional expense to the Department. In the event that a pile is mislocated by the Contractor, the Contractor shall extract and replace the pile, at no expense to the Department, except when a design change proposed by the Contractor is approved by the Department as provided in 455-5.16.5.

455-4 Classification.

The Department classifies piling as follows:

1. Treated timber piling.
2. Prestressed concrete piling.
3. Steel piling.
4. Test piling.
5. Sheet piling.
 - a. Concrete sheet piling.
 - b. Steel sheet piling.
6. Polymeric Piles (see Section 471 for requirements).

455-5 General Requirements.

455-5.1 Predrilling of Pile Holes: Predrilled pile holes are either starter holes to the depth described in this Subarticle or holes drilled through embankment/fill material down to the natural ground surface at no additional cost to the Department. When using low displacement steel piling such as structural shapes, drive them through the compacted fill without the necessity of drilling holes through the fill except when the requirements for predrilling are shown in the Plans. When using concrete or other high displacement piles, drill pile holes through fill, new or existing, to at least the elevation of the natural ground surface. Use the range of drill diameters listed below for square concrete piles.

12 inch square piles	15 to 17 inches
14 inch square piles	18 to 20 inches
18 inch square piles	22 to 26 inches
20 inch square piles	24 to 29 inches
24 inch square piles	30 to 34 inches
30 inch square piles	36 to 43 inches

For other pile sizes, use the diameter of the drills shown in the Plans or approved by the Engineer. Accurately drill the pile holes with the hole centered over the Plan location of

the piling. Maintain the location and vertical alignment within the tolerances allowed for the piling.

For predrilled holes required through rock or other hard (i.e. debris, obstructions, etc.) materials that may damage the pile during installation, predrill hole diameters approximately 2 inches larger than the largest dimension across the pile cross-section. Fill the annular space around the piles as described in 455-5. 10.1 with clean A-3 sand or sand meeting the requirements of 902-3.3.

In the setting of permanent and test piling, the Contractor may initially predrill holes to a depth up to 10 feet or 20% of the pile length whichever is greater, unless otherwise shown in the Plans. Where installing piles in compacted fill, predrill the holes to the elevation of the natural ground surface. With prior written authorization from the Engineer, the Contractor may predrill holes to greater depths to minimize the effects of vibrations on existing structures adjacent to the work and/or for other reasons the Contractor proposes.

455-5.2 Underwater Driving: Underwater driving is defined as any driving through water which is above the pile head at the time of driving.

When conducting underwater driving, provide a diver equipped with voice communications to aid in placing the hammer back on the pile for required cushion changes or for subsequent re-driving, to attach or recover instrumentation the Engineer is using, to inspect the condition of the pile, or for other assistance as required.

Select one of the following methods for underwater driving:

1. Accomplish underwater driving using conventional driving equipment and piling longer than authorized so that the piling will extend above the water surface during final driving. When choosing this option, furnish a pile hammer that satisfies the requirements of this Section for use with the longer pile.

2. Accomplish underwater driving using an underwater hammer that meets the requirements of this Section and is approved by the Engineer. When choosing this option, provide at least one pile longer than authorized at each pile group, extending above the water surface at final driving. At each group location, drive the longer pile first. The Engineer will evaluate the adequacy of the underwater driving system. The Engineer may use the pile tip elevation of the longer pile that the Contractor has driven and the Engineer has accepted, to evaluate the acceptability of the piles driven with the underwater hammer.

3. Accomplish underwater driving using conventional driving equipment with a suitable approved pile follower. When choosing this option, provide at least one pile longer than required at each pile group, extending above the water surface at final driving. At each group location, drive the full length pile first without using the follower. The Engineer will evaluate the adequacy of the follower used for underwater driving. The Engineer may choose to perform a dynamic load test on the first pile the Contractor drives with the follower in each group. The Engineer may use the pile tip elevation of the longer pile, that the Contractor has driven and the Engineer has accepted, to evaluate the acceptability of the piles driven with the follower.

Prior to use, submit details of the follower for the Engineer's evaluation and approval along with the information required in 455-10. Include the weight, cross-section details, stiffness, type of materials, and dimensions of the follower.

455-5.3 Pile Hammers: All equipment is subject to satisfactory field performance. Use a variable energy hammer to drive concrete piles. Hammers will be rated based on the theoretical energy of the ram at impact. Supply driving equipment which provides the required resistance at

a blow count ranging from 3 blows per inch (36 blows per foot) to 10 blows per inch (120 blows per foot) at the end of initial drive, unless approved otherwise by the Engineer after satisfactory field trial. Ensure the hammer is capable of driving to a resistance equal to at least 2.0 times the factored design load plus the scour and down drag resistance shown in the Contract Documents, without overstressing the piling in compression or tension and without reaching or exceeding 20 blows per inch. When the Engineer determines the stroke height or bounce chamber pressure readings do not adequately determine the energy of the hammer, provide and maintain a device to measure the velocity of the ram at impact. Determine the actual hammer energy in the field so that it is consistent with the hammer energy used for each bearing capacity determination. When requested, submit to the Engineer all technical specifications and operating instructions related to hammer equipment.

455-5.3.1 Air/steam: Variable energy air/steam hammers shall be capable of providing at least two ram stroke lengths. The short ram stroke length shall be approximately half of the full stroke for hammers with strokes up to 4 feet and no more than 2 feet for hammers with maximum strokes lengths over 4 feet. Operate and maintain air/steam hammers within the manufacturer's specified ranges. Use a plant and equipment for steam and air hammers with sufficient capacity to maintain, under working conditions, the hammer, volume and pressure specified by the manufacturer. Equip the plant and equipment with accurate pressure gauges which are easily accessible to the Engineer. The Engineer will not accept final bearing on piles the Contractor drives with air/steam hammers unless the Contractor operates the hammers within 10% of the manufacturer's rated speed in blows per minute, unless otherwise authorized by the Engineer. Provide and maintain in working order for the Engineer's use an approved device to automatically determine and display the blows per minute of the hammer.

455-5.3.2 Diesel: Variable energy diesel hammers shall have at least three fuel settings that will produce reduced strokes. Operate and maintain diesel hammers within the manufacturer's specified ranges. Determine the rated energy of diesel hammers using measured ram stroke length multiplied by the weight of the ram for open end hammers and by methods recommended by the manufacturer for closed end hammers.

Provide and maintain in working order for the Engineer's use an approved device to automatically determine and display ram stroke for open-end diesel hammers.

Equip closed-end (double acting) diesel hammers with a bounce chamber pressure gauge, in good working order, mounted near ground level so the Engineer can easily read it. Also, submit to the Engineer a chart, calibrated to actual hammer performance within 30 days prior to initial use, equating bounce chamber pressure to either equivalent energy or stroke for the closed-end diesel hammer to be used.

455-5.3.3 Hydraulic: Variable energy hydraulic hammers shall have at least three hydraulic control settings that provide for predictable energy or equivalent ram stroke. The shortest stroke shall be a maximum of 2 feet for the driving of concrete piles. The remaining strokes shall include full stroke and approximately halfway between minimum and maximum stroke.

Supply hammer instrumentation with electronic read out, and control unit that allows the operator to read and adjust the hammer energy or equivalent ram stroke. When pressure measuring equipment is required to determine hammer energy, calibrate the pressure measuring equipment before use.

455-5.3.4 Vibratory: Vibratory hammers of sufficient capacity (force and amplitude) may be used to drive steel sheet piles and, with approval of the Engineer, to drive

steel bearing piles a sufficient distance to get the impact hammer on the pile (to stick the pile). The Engineer will determine the allowable depth of driving using the vibratory hammer based on site conditions. However, in all cases, use a power impact hammer for the last 15 feet or more of the final driving of steel bearing piles for bearing determinations after all piles in the bent/pier have been driven with a vibratory hammer. Do not use vibratory hammers to install concrete piles, or to install support or reaction piles for a load test.

455-5.4 Cushions and Pile Helmet:

455-5.4.1 Capblock: Provide a capblock (also called the hammer cushion) as recommended by the hammer manufacturer. Use commercially manufactured capblocks constructed of durable manmade materials with uniform known properties. Do not use wood chips, wood blocks, rope, or other material which permit excessive loss of hammer energy. Do not use capblocks constructed of asbestos materials. Obtain the Engineer's approval for all proposed capblock materials and proposed thickness for use. Maintain capblocks in good condition, and replace them when charred, melted, or otherwise significantly deteriorated. The Engineer will inspect the capblock before driving begins and weekly or at appropriate intervals determined by the Engineer based on field trial. Replace or repair any capblock which loses more than 25% of its original thickness, in accordance with the manufacturer's instructions, before permitting further driving.

455-5.4.2 Pile Cushion: Provide a pile cushion that is adequate to protect the pile from being overstressed in compression and tension during driving. Use a pile cushion sized so that it will fully fill the lateral dimensions of the pile helmet minus one inch but does not cover any void or hole extending through the top of the pile. Determine the thickness based upon the hammer-pile-soil system. For driving concrete piles, use a pile cushion made from pine plywood or oak lumber. Alternative materials may be used with the approval of the Engineer. Obtain the Engineer's approval for all pile cushions. Do not use materials previously soaked, saturated or treated with oil. Maintain pile cushions in good condition and replace them when charred, splintered, excessively compressed, or otherwise deteriorated to the point it will not protect the pile against overstressing in tension or compression. Protect cushions from the weather, and keep them dry. Do not soak the cushions in any liquid. Replace the pile cushion, if during the driving of any pile, the cushion is either compressed more than one-half the original thickness, begins to burn, or as directed by the Engineer after field performance. Provide a new cushion for each pile unless approved otherwise by the Engineer after satisfactory field trial.

Reuse pile cushions in good condition to perform all set-checks and redrives. Use the same cushion to perform the set-check or redrive as was used during the initial driving, unless this cushion is unacceptable due to deterioration, in which case use a similar cushion.

455-5.4.3 Pile Helmet: Provide a pile helmet suitable for the type and size of piling being driven. Use a pile helmet deep enough to adequately contain the required thickness of pile cushion and to assist in maintaining pile-hammer alignment. Use a pile helmet that fits loosely over the pile head and is at least 1 inch larger than the pile dimensions. Use a pile helmet designed so that it will not restrain the pile from rotating.

455-5.5 Leads: Provide pile leads constructed in a manner which offers freedom of movement to the hammer and that have the strength and rigidity to hold the hammer and pile in the correct position and alignment during driving. When using followers, use leads that are long enough and suitable to maintain position and alignment of the hammer, follower, and pile throughout driving.

455-5.6 Followers: When using followers, perform dynamic load testing as per 455-5.14. Obtain the Engineer's approval for the type of follower, when used, and the method of connection to the leads and pile. Use followers constructed of steel with an adequate cross-section to withstand driving stresses. When driving concrete piles, ensure that the cross-sectional area of the follower is at least 18% of the cross-sectional area of the pile. When driving steel piles, ensure that the cross-sectional area of the follower is greater than or equal to the cross-sectional area of the pile. Provide a pile helmet at the lower end of the follower sized according to the requirements of 455-5.4.3. Use followers constructed that maintain the alignment of the pile, follower, and hammer and still allow the pile to be driven within the allowable tolerances. Use followers designed with guides adapted to the leads that maintain the hammer, follower, and the piles in alignment.

Use information from dynamic load tests described in 455-5.14 to evaluate the adequacy of the follower and to determine pile capacity.

455-5.7 Templates and Ground Elevations: Provide a fixed template, adequate to maintain the pile in proper position and alignment during driving with swinging leads or with semi-fixed leads. Where practical, place the template so that the pile can be driven to cut-off elevation before removing the template. Ensure that templates do not restrict the vertical movement of the pile.

Supply a stable reference close to the pile, which is satisfactory in the opinion of the Engineer, for determination of the pile penetration. At the time of driving piles, furnish the Engineer with elevations of the original ground and template at each pile or pile group location. Note the highest and lowest elevation at each required location and the ground elevation at all piles.

455-5.8 Water Jets: Use jet pumps, supply lines, and jet pipes that provide adequate pressure and volume of water to freely erode the soil. Do not perform jetting without prior approval by the Engineer or unless allowed by the Plans.

Do not perform jetting in the embankment or for end bents. Where conditions warrant, with approval by the Engineer, perform jetting on the holes first, place the pile therein, then drive the pile to secure the last few feet of penetration. Only use one jet for prejetting or jetting through piles constructed with a center jet-hole. Use two jets when using external jets. When jetting and driving, position the jets slightly behind the advancing pile tip (approximately 3 feet or as approved by the Engineer). When using water jets in the driving, determine the pile bearing only from the results of driving after withdrawing the jets, except where using jets to continuously eliminate soil resistance through the scour zone, ensure that they remain in place as directed by the Engineer and operating during pile bearing determination. Where practical, perform jetting on all piles in a pile group before driving begins. When large pile groups or pile spacing and batter make this impractical, or when the Plans specify a jet-drive sequence, set check a sufficient number of previously driven piles in a pile group to confirm their capacity after completing all jetting.

455-5.9 Penetration Requirements: Measure the penetration of piles from the elevation of natural ground, scour elevation shown in the Plans, or the bottom of excavation, whichever is lower. When the Contract Documents show a minimum pile tip elevation, drive the tip of the pile to this minimum elevation. The Engineer will accept the bearing of a pile only if the Contractor achieves the required bearing when the tip of the pile is at or below the specified minimum tip elevation and below the bottom of the preformed or predrilled pile hole.

When the Plans do not show a minimum tip elevation, ensure that the penetration is at least 10 feet into firm bearing material or at least 20 feet into soft material unless otherwise permitted by the Engineer. If a scour elevation is shown in the Plans, achieve this penetration below the scour elevation. The Engineer may accept a penetration between 15 feet and 20 feet when there is an accumulation of five consecutive feet or more of firm bearing material. Firm bearing material is any material offering a driving resistance greater than or equal to 30 tons per square foot of gross pile area as determined by the Dynamic Load Testing (455-5.12.4). Soft material is any material offering less than these resistances. The gross pile area is the actual pile tip cross-sectional area for solid concrete piles, the product of the width and depth for H piles, and the area within the outside perimeter for pipe piles and voided concrete piles.

Do not drive piles beyond practical refusal. To meet the requirements in this Subarticle, provide penetration aids, such as jetting or preformed pile holes, when piles cannot be driven to the required penetration without reaching practical refusal.

If the Contractor encounters unforeseeable, isolated obstructions that the Contractor cannot practically penetrate by driving, jetting, or preformed pile holes, and the Contractor must remove the pile to obtain the required pile penetration, the Department will pay the costs for such removal as Unforeseeable Work.

455-5.10 Preformed Pile Holes:

455-5.10.1 Description: Preformed pile holes serve as a penetration aid when all other pile installation methods fail to produce the desired penetration and when authorized by the Engineer to minimize the effects of vibrations on adjacent structures. Preformed pile holes are necessary when the presence of rock or strong strata of soils will not permit the installation of piles to the desired penetration by driving or a combination of jetting and driving, when determined necessary by the Engineer, or when authorized by the Engineer to minimize the effects of vibrations on adjacent existing structures. The Engineer may require preformed holes for any type of pile. Drive all piles installed in preformed pile holes to determine that the bearing requirements have been met.

For preformed holes which are required through material that caves during driving to the extent that the preformed hole does not serve its intended purpose, case the hole from the surface through caving material. After installing the pile to the bottom of the casing, remove the casings unless shown otherwise in the Plans. Determine bearing of the pile after removing the casing unless shown otherwise in the Plans. Fill all voids between the pile and soil remaining after driving through preformed holes with clean A-3 sand or sand meeting the requirements of 902-3.3, after the pile has achieved the required minimum tip elevation, unless grouting of preformed pile holes is shown in the Plans. If pile driving is interrupted during sand placement, drive the pile at least 20 additional blows after filling all of the voids between the pile and soil with sand at no additional cost to the Department.

455-5.10.2 Provisions for Use of Preformed Pile Holes: The Department generally anticipates the necessity for preformed pile holes and includes directions in the Contract Documents. The Department will pay for preformed pile holes when the Contractor establishes that the required results cannot be obtained when driving the load bearing piles with specified driving equipment, or if jetting is allowed, while jetting the piles and then driving or while jetting the piles during driving.

455-5.10.3 Conditions Under Which Payment Will Be Made: The Department will make payment for preformed pile holes shown in the Plans, required by the Engineer or where the Contractor demonstrates that such work is necessary to achieve the required

penetration without overstressing the pile. The Department considers, but does not limit to, the following conditions as reasons for preformed pile holes:

1. Inability to drive piles to the required penetration with driving and jetting equipment.
2. To penetrate a hard layer or layers of rock or strong stratum that the Engineer considers not sufficiently thick to support the structure.
3. To obtain greater penetration into dense (strong) material and into dense material containing holes, cavities or unstable soft layers.
4. To obtain penetration into a stratum in which it is desired to found the structure.
5. To minimize the effects of vibrations or heave on adjacent existing structures.
6. To minimize the effects of ground heave on adjacent piles.

455-5.10.4 Construction Methods: Construct preformed pile holes by drilling, or driving and withdrawing a suitable punch or chisel at the locations of the piles. Construct a hole that is equal to or slightly greater than the largest pile dimension for the entire length of the hole and of sufficient depth to obtain the required penetration. Carefully form the preformed hole by using a drill or punch guided by a template or other suitable device, and do not exceed the minimum dimensions necessary to achieve the required penetration of the pile. When the Plans call for grouting the preformed pile holes, provide a minimum pile hole dimension 2 inches larger than the largest pile dimension. Construct the holes at the Plan position of the pile and the tolerances in location, and ensure the hole is straight and that the batter is the same as specified for the pile. Loose material may remain in the preformed pile hole if the conditions in 455-5.10.1 are satisfied.

455-5.10.5 Grouting of Pile Holes: Clean and grout preformed pile holes for bearing piles, when the Plans require grouting after driving. Use grout that meets the requirements of 455-40 to 455-42 and has a minimum compressive strength of 3,000 psi at 28 days or as specified in the Plans. Prepare cylinders and perform QC testing in accordance with 455-43. LOT size and verification will be in accordance with 455-43. Pump the grout through three or more grout pipes initially placed at the bottom of the preformed hole. The Contractor may raise the grout pipes when necessary to prevent clogging and to complete the grouting operations. Maintain the grout pipes below the surface of the previously placed grout. Continue grouting until the grout reaches the ground surface all around the pile. Provide divers to monitor grouting operations when the water depth is such that it is impractical to monitor from the ground surface. When grouting is shown in the Plans, include the cost in the price for piles. In the event that the Engineer determines the Contractor must grout and the required grouting is not shown in the Plans, the Department will pay for the grouting work as Unforeseeable Work.

455-5.11 Bearing Requirements:

455-5.11.1 General: Drive piles to provide the bearing required for carrying the loads shown in the Plans. For all types of bearing piles, consider the driving resistance as determined by the methods described herein sufficient for carrying the specified loads as the minimum bearing which is accepted for any type of piles. Determine pile bearing using the method described herein or as shown in the Plans.

For foundations requiring 100% dynamic testing of production piles, the Engineer may accept a driven pile when the pile has achieved minimum penetration and the minimum required bearing for 6 inches of consecutive driving, or when the minimum penetration

is achieved, driving has reached practical refusal in firm material and the bearing capacity is obtained in all the refusal blows.

For foundations not requiring 100% dynamic testing of production piles, the Engineer may accept a driven pile when the pile has achieved minimum penetration, the blow count is generally the same or increasing and the minimum required bearing capacity obtained for 24 inches of consecutive driving. At the discretion of the Engineer, the driven pile may be accepted when the minimum penetration is achieved and driving has reached practical refusal in firm material.

The Engineer may modify the scour resistance shown in the Plans if the dynamic load test is used to determine the actual soil resistance through the scour zone. Also, the Engineer may make modifications in scour resistance when the Contractor proposes drilling and/or jetting to reduce the soil resistance in the scour zone.

455-5.11.2 Bearing Criteria: For foundations requiring 100% dynamic testing, the Engineer will determine the bearing of all piles using the data received from dynamic load testing equipment utilizing internally or externally mounted sensors according to the methods described in 455-5.12.1.

For foundations not requiring 100% dynamic testing, the Engineer will determine the number of blows required to provide the required bearing according to the methods described herein. Determine the pile bearing by computing the penetration per blow with less than 1/4 inches rebound averaged through 12 inches of penetration. When it is considered necessary by the Engineer, determine the average penetration per blow by averaging the penetration per blow through the last 10 to 20 blows of the hammer.

455-5.11.3 Practical Refusal: Practical refusal is defined as 20 blows per inch or less than one inch penetration, with the hammer operating at the highest setting determined by the Engineer and less than 1/4 inches rebound per blow. Stop driving as soon as the Engineer determines that the pile has reached practical refusal.

455-5.11.4 Set-checks and Pile Redrive:

1. Set-checks: In the event that the Contractor has driven the pile to approximately 12 inches above cut-off without reaching the required resistance, the Engineer may require the Contractor to interrupt driving to perform a set-check. Provide an engineer's level or other suitable equipment for elevation determinations to determine accurate pile penetration during the set-checks. In the event the results of the initial set-checks are not satisfactory, the Engineer may direct additional set-checks. The Engineer may accept the pile as driven when a set-check shows that the Contractor has achieved the minimum required pile bearing and has met all other requirements of this Section.

2. Pile Redrive: Pile redrive consists of re-driving the pile after the following working day from initial driving to determine time effects, to reestablish pile capacity due to pile heave, or for other reasons determined by the Engineer. Redrive piles as directed by the Engineer.

3. Uninstrumented Set-Checks and Uninstrumented Pile Redrive: The Engineer may consider the pile to have sufficient bearing resistance when the specified set-check criteria is met through the last 10 to 20 blows of the hammer at the specified minimum stroke and the total penetration is less than six inches with less than 1/4 inches rebound per blow. When the total penetration is greater than six inches or pile rebound exceeds 1/4 inches per blow, the Engineer may consider the pile to have sufficient bearing resistance when the specified blow count criteria is achieved in accordance with 455-5.11.1.

4. Instrumented Set-Checks and Instrumented Pile Redrive: When considered necessary by the Engineer, dynamic load tests using at least 6 hammer blows will determine whether the pile bearing is sufficient. The Engineer may consider the pile to have sufficient bearing resistance when dynamic measurements demonstrate the static pile resistance exceeds the required pile resistance for at least one hammer blow and the average static pile resistance during the next five hammer blows exceeds 95% of the required pile resistance. If the pile is advanced farther, the static pile resistance during all subsequent blows must exceed 90% of the required pile resistance.

455-5.11.5 Pile Heave: Pile heave is the upward movement of a pile from its originally driven elevation. Drive the piles in an approved sequence to minimize the effects of heave and lateral displacement of the ground. Monitor piles previously driven in a pile group for possible heave during the driving of the remaining piles. When required by the Engineer, take elevation measurements to determine the magnitude of the movement of piles and the ground surface resulting from the driving process. Redrive all piles that have heaved 1/4 inches or more unless the Engineer determines that the heave is not detrimental to pile capacity. The Department will pay for all work in conjunction with re-driving piles due to pile heave under the pile redrive item.

455-5.11.6 Piles with Insufficient Bearing: In the case that the Engineer determines that the safe bearing capacity of any pile is less than the required bearing capacity, the Contractor may splice the pile and continue driving or may extract the pile and drive a pile of greater length, or, if so ordered by the Engineer, drive additional piles.

455-5.12 Methods to Determine Pile Capacity:

455-5.12.1 General: Dynamic load tests using an externally mounted instrument system and signal matching analyses or internal gauges will determine pile capacity for all structures or projects unless otherwise shown in the Plans. When necessary, the Engineer may require static load tests to confirm pile capacities. When the Contract Documents do not include items for static load tests, the Engineer will consider all required static load testing Unforeseeable Work. Notify the Engineer two working days prior to placement of piles within the template and at least one working day prior to driving piles. Do not drive piles without the presence of the Engineer.

If the internally mounted system fails to communicate properly with the receiving system, allow the Engineer sufficient time to mobilize back-up equipment for performing dynamic load testing.

455-5.12.2 Wave Equation:

1. Use Wave Equation Analysis for Piles (WEAP) programs to evaluate the suitability of the proposed driving system (including the hammer, follower, capblock and pile cushions) as well as to estimate the driving resistance, in blows per 12 inches or blows per inch, to achieve the pile bearing requirements and to evaluate pile driving stresses.

Use Wave Equation Analyses to show the hammer meets the requirements described in 455-5.3 and maximum allowed pile stresses are not exceeded.

2. Required Equipment for Driving: Hammer approval is based on satisfactory field performance including dynamic load test results. In the event piles require different hammer sizes, the Contractor may elect to drive with more than one size hammer or with a variable energy hammer, provided the hammer is properly sized and cushioned, will not damage the pile, and will develop the required resistance.

3. Maximum Allowed Pile Stresses:

a. General: The maximum allowed driving stresses for concrete, steel, and timber piles are given below. In the event dynamic load tests show that the hammer will overstress the pile, modify the driving system or method of operation as required to prevent overstressing the pile. In such cases provide additional cushioning, reduce the stroke, or make other appropriate agreed upon changes.

b. Prestressed Concrete Piles: Use the following equations to determine the maximum allowed pile stresses:

$$s_{apc} = 0.7 f'_c - 0.75 f_{pe} \quad (1)$$

$$s_{apt} = 6.5 (f'_c)^{0.5} + 1.05 f_{cpe} \quad (2a) \text{ for piles less than 50 feet long}$$

$$s_{apt} = 3.25 (f'_c)^{0.5} + 1.05 f_{cpe} \quad (2b) \text{ for piles 50 feet long and greater}$$

$$s_{apt} = 500 \quad (2c) \text{ within 20 feet of a mechanical splice}$$

where:

s_{apc} = maximum allowed pile compressive stress, psi

s_{apt} = maximum allowed pile tensile stress, psi

f'_c = specified minimum compressive strength of concrete, psi

f_{cpe} = effective prestress (after all losses) at the time of driving, psi, taken as 0.8 times the initial prestress force divided by the minimum net concrete cross-sectional area of the pile ($f_{cpe} = 0$ for dowel spliced piles).

c. Steel Piles: Ensure the maximum pile compression and tensile stresses measured during driving are no greater than 0.9 times the yield strength ($0.9 f_y$) of the steel.

d. Timber Piles: Ensure the maximum pile compression and tensile stresses measured during driving are no greater than 3.6 ksi for Southern Pine and Pacific Coast Douglas Fir and 0.9 of the ultimate parallel to the grain strength for piles of other wood.

455-5.12.3 Temporary Piles: Submit for the Engineers review, an analysis signed and sealed by a Specialty Engineer which establishes the pile lengths for temporary piles. Submit for the Engineers approval, a Wave Equation analysis signed and sealed by a Specialty Engineer which establishes the driving criteria for temporary piles at least five working days prior to driving temporary production piles. The required driving resistance is equal to the sum of the factored design load plus the scour and down drag resistances shown in the Plans, divided by the appropriate resistance factor or the nominal bearing resistance shown in the Plans, whichever is higher.

The maximum resistance factor is 0.45 when only wave equation analysis is performed. However, a larger resistance factor may be applicable when additional testing is provided by the Specialty Engineer in accordance with Section 3.5.6 of Volume 1 of the FDOT Structures Manual. If the Contractor elects to perform 100% dynamic load testing submit a certification package prepared by the Specialty Engineer. The certification package shall include a signed and sealed letter by the Specialty Engineer that certifies the piles meet the load requirements and have no integrity deficiencies. The package shall also include the dynamic load

test records, all signal matching analysis performed to determine pile capacities and a summary table that indicates the final capacity of every pile.

455-5.12.4 Dynamic Load Tests: Dynamic load testing consists of estimating pile capacity by the analysis of electronic data collected from blows of the hammer during driving of an instrumented pile in accordance with 455-5.14.

455-5.12.5 Static Load Tests: Static load testing consists of applying a static load to the pile to determine its capacity. Use the Modified Quick Test Procedure in accordance with 455-2.2.1.

455-5.12.6 Fender Pile Installation: For piles used in fender systems, regardless of type or size of pile, either drive them full length or jet the piles to within 2 feet of cutoff and drive to cutoff elevation to seat the pile. The Engineer will not require a specific driving resistance unless noted in the Plans. Use methods and equipment for installation that do not damage the piles. If the method or equipment used causes damage to the pile, modify the methods or equipment at no expense to the Department.

455-5.12.7 Structures Without Test Piles: For structures without 100% dynamic testing or test piles, the Engineer will dynamically test the first pile(s) in each bent or pier at locations shown in the Plans to determine the blow count criteria for the remaining piles. When locations are not shown in the Plans, allow for dynamic load tests at 5% of the piles at each bent or pier (rounded up to the next whole number). If the Engineer requires additional dynamic load tests for comparison purposes, the Contractor will be paid for an additional dynamic load test as authorized by the Engineer in accordance with 455-11.5.

Allow the Engineer one working day after driving the dynamic load tested piles to complete the signal matching analyses and determine the driving criteria for the subsequent piles in the bent or pier.

455-5.13 Test Piles:

455-5.13.1 General: All test piles will have dynamic load tests. Drive piles of the same cross-section and type as the permanent piles shown in the Plans, in order to determine any or all of the following:

1. installation criteria for the piles.
2. nature of the soil.
3. lengths of permanent piles required for the work.
4. driving resistance characteristics of the various soil strata.
5. amount of work necessary to obtain minimum required pile penetration.
6. ability of the driving system to do the work.
7. need for point protection.

Because test piles are exploratory in nature, drive them harder (within the limits of practical refusal), deeper, and to a greater bearing resistance than required for the permanent piling. Except for test piles which are to be statically or Statnamically load tested, drive test piles their full length or to practical refusal. Splice test piles which have been driven their full length without achieving the required bearing, and proceed with further driving unless otherwise directed by the Engineer.

As a minimum, unless otherwise directed by the Engineer, do not cease driving of test piles until obtaining the required bearing capacity continuously, where the blow count is increasing, for 10 feet unless reaching practical refusal first. Drive test piles which are to be statically or Statnamically load tested as anticipated for the production piles.

When test piles attain practical refusal prior to attaining minimum penetration, perform all work necessary to attain minimum penetration and the required bearing. Where practical, use water jets to break the pile loose for further driving. Where jetting is impractical, extract the pile and install a preformed pile hole through which driving will continue. The Department will consider the work of extracting the pile to be Unforeseeable Work.

When driving test piles other than low displacement steel test piles, have performing equipment available at the site and water jets as specified in 455-5.8 when jetting is allowed, ready for use, before the test pile driving begins.

The Engineer may elect to interrupt pile driving up to four times on each test pile, two times for up to two hours and two additional times during the next working day of initial driving to determine time effects during the driving of test piles.

455-5.13.2 Location of Test Piles: Drive all test piles in the position of permanent piles at the designated locations. Ensure that all test piles designated to be statically load tested are plumb. In the event that all the piles are battered at a static load test site, the Engineer will designate an out-of-position location for driving a plumb pile for the static load test.

455-5.13.3 Equipment for Driving: Use the same hammer and equipment for driving test piles as for driving the permanent piles. Also use the same equipment to redrive piles.

455-5.14 Dynamic Load Tests: The Engineer will take dynamic measurements during the driving of piles designated in the Plans or authorized by the Engineer. For concrete piles, install instruments prior to driving and assist the Engineer in monitoring all blows delivered to the pile. For steel production piles, the Engineer may accept instrumented set-checks or redrives. The Engineer will perform dynamic load tests to evaluate any or all of the following:

1. Suitability of the Contractor's driving equipment, including hammer, capblock, pile cushion, and any proposed follower.
2. Pile capacity.
3. Pile stresses.
4. Energy transfer to pile.
5. Distribution of soil resistance.
6. Soil variables including quake and damping.
7. Hammer-pile-soil system for Wave Equation analyses.
8. Pile installation problems.
9. Other.

Either install internal gauges in the piles in accordance with Standard Plans, Index 455-003 or attach instruments (strain transducers to measure force and accelerometers to measure acceleration) with bolts to the pile for dynamic load testing.

Make each follower and pile to be dynamically tested with externally attached instruments available to drill holes for attaching instrumentation and for wave speed measurements. Support the pile with timber blocks placed at appropriate intervals. Ensure that the pile is in a horizontal position and does not contact adjacent piles. Provide a sufficient clear distance at the sides of the pile for drilling the holes. The Engineer will furnish the equipment, materials, and labor necessary for drilling holes and taking the wave speed measurements. If the Engineer directs dynamic load testing, instrumented set-checks or instrumented redrives, provide the Engineer safe access to the top of the piles for drilling the attachment holes. After placing the

leads provide the Engineer safe access to the piles to attach the instruments and for removal of the instruments after completing the pile driving.

The Engineer will monitor the stresses in the piles with the dynamic test equipment during driving to ensure the Contractor does not exceed the maximum allowed stresses. If necessary, add additional cushioning, replace the cushions, or reduce the hammer stroke to maintain stresses below the maximum allowable. If dynamic test equipment measurements indicate non-axial driving, immediately realign the driving system. If the cushion is compressed to the point that a change in alignment of the hammer will not correct the problem, add cushioning or change the cushion as directed by the Engineer.

Drive the pile to the required penetration and resistance or as directed by the Engineer.

When directed by the Engineer, perform instrumented set-checks or redrives. Do not use a cold diesel hammer for a set-check or redrive unless in the opinion of the Engineer it is impractical to do otherwise. Generally, warm up the hammer by driving another pile or applying at least 20 blows to a previously driven pile or to timber mats placed on the ground.

455-5.15 Pile Lengths:

455-5.15.1 Test Pile Length: Provide the length of test piles shown in the Plans or as directed by the Engineer.

455-5.15.2 Production Pile Length:

455-5.15.2.1 Structures with Test Piles: When test pile lengths are shown in the Plans, the production pile lengths are based on information available during design and are approximate. The Engineer will determine final pile lengths in the field which may vary significantly from the lengths or quantities shown in the Plans.

455-5.15.2.2 Structures without Test Piles: Authorized lengths are provided as Production Pile Order Lengths in the Pile Data Table in the Structure Plans. Use these lengths for furnishing the permanent piling for the structure.

455-5.15.3 Authorized Pile Lengths: The authorized pile lengths are the lengths determined by the Engineer based on all information available before the driving of the permanent piles, including, but not limited to, information gained from the driving of test piles, dynamic load testing, static load testing, supplemental soil testing, etc. When authorized by the Department, soil freeze information obtained during set checks and pile redrives may be used to determine authorized pile lengths for sites with extreme soil conditions. The Contractor may elect to provide piling with lengths longer than authorized to suit his method of installation or schedule. When the Contractor elects to provide longer than authorized pile lengths, the Department will pay for the furnished length as either the originally authorized length or the length between cut-off elevation and the final accepted pile tip elevation, whichever is the longer length.

Within five working days after driving all the test piles, completing all load tests, completing all redrives, and receiving all test reports, the Engineer will provide an itemized list of authorized pile lengths. Use these lengths for furnishing the permanent piling for the structure. If the Contractor is willing to start the pile driving operations in zones consisting of at least four test piles designated by the Engineer, and if the Contractor so requests in writing at the beginning of the test pile program, the Department will provide pile lengths for these designated phases within five working days after driving all the test piles, completing all load tests, completing all redrives, and receiving all test reports for those designated zones. The

Engineer will provide the driving criteria for piles within three working days of furnishing pile lengths.

On multiple phase projects, the Engineer will not provide pile lengths on subsequent phases until completing the piling on initial phases.

455-5.16 Allowable Driving Tolerances:

455-5.16.1 General: Meet the tolerances described in this Subarticle for the piles that are free standing without lateral restraint (after the template is removed). After the piles are driven, do not move the piles laterally to force them to be within the specified tolerances, except to move battered piles to overcome the dead load deflections caused by the pile's weight. When this is necessary, submit calculations signed and sealed by a Specialty Engineer that verify the amount of dead load deflection prior to moving any piles.

455-5.16.2 Position: Ensure that the final position of the pile head at cut-off elevation is no more than 3 inches, or 1/6 of the diameter of the pile, whichever is less, laterally in the X or Y coordinate from the Plan position indicated in the Plans.

455-5.16.3 Axial Alignment: Ensure that the axial alignment of the driven piles does not deviate by more than 1/4 inches per foot from the vertical or batter line indicated in the Plans.

455-5.16.4 Elevation: Ensure that the final elevation of the pile head is no more than 1-1/2 inches above, or more than 4 inches below, the elevation shown in the Plans, however in no case shall the pile be embedded less than 8 inches into the cap or footing.

For fender piles, cut off piles at the elevation shown in the Plans to a tolerance of plus 0.0 inches to minus 2.0 inches using sawing or other means as approved by the Engineer to provide a smooth level cut.

455-5.16.5 Deviation from Above Tolerances: When the Contractor has failed to meet the above tolerances, the Contractor may propose a redesign to incorporate out of tolerance piles into pile caps or footings, at no expense to the Department. Ensure the Contractor's Engineer of Record performs any redesign and signs and seals the redesign drawings and computations. Do not begin any proposed construction until the redesign has been reviewed for acceptability and approved by the Engineer.

455-5.17 Disposition of Pile Cut-offs, Test Piles, and Load Test Materials:

455-5.17.1 Pile Cut-offs:

1. Steel Piling: Unless shown otherwise in the Plans or directed by the Engineer, take ownership of cut-off sections, or portions of cut-off sections, and unused piling. Remove them from the job, and dispose of them.

2. Other Pile Types: Upon completion of all work under the Contract in connection with piling, unless shown otherwise in the Plan, take ownership of any unused cut-off lengths remaining, and remove them from the right-of-way. Provide areas for their disposal.

455-5.17.2 Test Piles: Where so directed by the Plans or the Engineer, cut off, or build-up as necessary, test piles, and leave them in place as permanent piles. Extract and replace test piles driven in permanent position and found not suitable for use due to actions of the Contractor at no expense to the Department. Pull, or cut off, at an elevation 2 feet below the ground surface or bottom of proposed excavation, test piles driven out of permanent position, and dispose of the removed portion of the test pile.

When test piles are required to be driven in permanent pile positions, the Contractor may elect to drive the test pile out of position, with the approval of the Engineer, provided that a replacement pile is furnished and driven by the Contractor at no expense to the

Department in the position that was to be occupied by the test pile. Under this option, the Department will pay for the test pile in the same manner as if it were in permanent position.

Unless otherwise directed in the Plans or by the Engineer, retain ownership of test piles that are pulled or cut off and provide areas for their disposal.

455-6 Timber Piling.

455-6.1 Description: Drive timber piles of the kind and dimensions specified in the Plans at the locations and to the elevations shown in the Plans, or as directed by the Engineer.

455-6.2 Materials: Meet the timber piling requirements of Section 953. Treat the piles according to the applicable provisions of Section 955. Treat all cuts and drilled holes in accordance with 470-3.

455-6.3 Preparation for Driving:

455-6.3.1 Caps: Protect the heads of timber piles during driving, using a cap of approved type, that will distribute the hammer blow over the entire cross-section of the pile. When necessary cut the head of the pile square before beginning pile driving.

455-6.3.2 Collars: Provide collars or bands to protect piles against splitting and brooming at no expense to the Department.

455-6.3.3 Shoes: Provide piles shod with metal shoes, of a design satisfactory to the Engineer, at no expense to the Department. Shape pile tips to receive the shoe and install according to the manufacturer's directions.

455-6.4 Storage and Handling: Store and handle piles in the manner necessary to avoid damage to the piling. Take special care to avoid breaking the surface of treated piles. Do not use cant dogs, hooks, or pike poles when handling and storing the piling.

455-6.5 Cutting Off: Saw off the tops of all timber piles at the elevation indicated in the Plans. Saw off piles which support timber caps to the exact plane of the superimposed structure so that they exactly fit. Withdraw and replace broken, split, or misplaced piles.

455-6.6 Build-ups: The Engineer will not permit splices or build-ups for timber piles. Extract piles driven below Plan elevation and drive a longer pile.

455-6.7 Pile Heads:

455-6.7.1 Piles with Timber Caps: On piles wider than the timber caps, dress off the part of the pile head projecting beyond the sides of the cap to a slope of 45 degrees. Coat the cut surface with the required preservative and then place a sheet of copper, with a weight of 10 ounces per square foot or greater, meeting the requirements of ASTM B370. Provide a cover measuring at least 4 inches more in each dimension greater than the diameter of the pile. Bend the cover down over the pile and fasten the edges with large head copper nails or three wraps of No. 12 copper wire.

455-6.7.2 Fender and Bulkhead Piles: Paint the heads of fender piles and of bulkhead piles with preservative and then cover with copper as provided above for piles supporting timber caps.

455-7 Prestressed Concrete Piling.

455-7.1 Description: Provide prestressed concrete piles that are manufactured, cured, and driven in accordance with the Contract Documents. Provide piles full length without splices when transported by barge or the pile length is less than or equal to 120 feet. When piles are transported by truck and the pile length exceeds 120 feet or the maximum length for a 3-point pick-up according to Standard Plans, Index 455-001, and splicing is desired, provide minimal splices. Include the cost of the splices in the cost of the pile.

455-7.2 Manufacture: Fabricate piles in accordance with Section 450. When internal gauges will be used for dynamic load testing, supply and install in square prestressed concrete piles in accordance with Standard Plans, Index 455-003. Ensure the internal gauges are installed by personnel approved by the manufacturer.

455-7.3 Storage and Handling:

455-7.3.1 Time of Driving Piles: Drive prestressed concrete piles at any time after the concrete has been cured in accordance with Section 450, and the concrete compressive strength is equal to or greater than the specified 28 day compressive strength.

455-7.3.2 Storage: Support piles on adequate dunnage both in the prestress yard and at the job site in accordance with the locations shown in the Standard Plans to minimize undue bending stresses or creating a sweep or camber in the pile.

455-7.3.3 Handling: Handle and store piles in the manner necessary to eliminate the danger of fracture by impact or of undue bending stresses in handling or transporting the piles from the forms and into the leads. In general, lift concrete piles by means of a suitable bridge or slings attached to the pile at the locations shown in the Standard Plans. Construct slings used to handle piles of a fabric material or braided wire rope constructed of six or more wire ropes which will not mar the corners or the surface finish of the piles. Do not use chains to handle piles. During transport, support concrete piles at the lifting locations shown in the Standard Plans or fully support them throughout 80% or more of their length. In handling piles for use in salty or brackish water, exercise special care to avoid damaging the surface and corners of the pile. If an alternate transportation support arrangement is desired, submit calculations, signed and sealed by the Specialty Engineer, for approval by the Engineer prior to transporting the pile. Calculations must show that the pile can be transported without exceeding the bending moments calculated using the support locations shown in the Plans.

455-7.4 Cracked Piles: The Engineer will reject any pile that becomes cracked in handling to the point that a transverse or longitudinal crack extends through the pile, shows failure of the concrete as indicated by spalling of concrete on the main body of the pile adjacent to the crack, which in the opinion of the Engineer will not withstand driving stresses, or becomes damaged during installation. The Engineer will not reject any pile for the occasional minor surface hairline cracking caused by shrinkage.

Do not drive piling with irreparable damage, which is defined as any cracks that extend through the pile cross-sectional area that are, or will be, below ground or water level at the end of driving. Remove and replace broken piles or piles cracked to the extent described above at no expense to the Department. The Engineer will accept cracks less than 0.005 inches which do not extend through the pile. Using approved methods, cut off and splice or build-up to cut-off elevation piles with cracks greater than 0.005 inches at the pile head or above ground or water level, and piles with cracks above ground or water level which extend through the cross-sectional area of the pile. The Engineer may require correction of pile damage or pile cracks by cutting down the concrete to the plane of sound concrete below the crack and rebuilding it to cut-off elevation, or the Engineer may reject the pile. Extract and replace rejected piles that cannot be repaired, at no expense to the Department.

Take appropriate steps to prevent the occurrence of cracking, whether due to handling, transporting, or driving.

455-7.5 Preparation for Transportation: Cut strands flush with the surface of the concrete using an abrasive cutting blade before transporting the piles from the casting yard.

Cut and patch the metal lifting devices in accordance with 450-9.2.1.

455-7.6 Method of Driving: Unless otherwise directed, drive piles by a hammer or by means of a combination of water jets and hammer when jetting is allowed. When using jets in combination with a hammer, withdraw the jets and drive the pile by the hammer alone to secure final penetration and to rigidly fix the tip end of the pile. Keep jets in place if they are being used to continuously eliminate the soil resistance in the scour zone.

455-7.7 Extensions and Build-ups used to Increase Production Lengths:

455-7.7.1 General: Where splices, extensions and build-ups for concrete piles are necessary, construct them in accordance with Standard Plans, Index 455-002.

These requirements are not applicable to specially designed piling. Make splices for special pile designs as shown in the Plans.

455-7.7.2 Extensions to be Driven or those 21 feet or Longer: Construct extensions to be driven or extensions 21 feet or longer in length in accordance with the details shown in the Plans and in a manner including the requirements, sequences, and procedures outlined below:

1. Cast a splice section in accordance with Section 450 with the dowel steel in the correct position and alignment.
2. Drill dowel holes using an approved steel template that will position and align the drill bit during drilling. Drill holes a minimum of 2 inches deeper than the length of the dowel to be inserted.
3. Clean the drilled dowel holes by inserting a high pressure air hose to the bottom of the hole and blowing the hole clean from the bottom upward. Eliminate any oil, dust, water, and other deleterious materials from the holes and the concrete surfaces to be joined.
4. Place forms around joints between the pile sections.
5. Mix the adhesive components in accordance with the manufacturer's directions. Do not mix sand or any other filler material with the epoxy components unless it is prepackaged by the manufacturer for this specific purpose. Use adhesives meeting the requirements of Section 926 for Type AB epoxy compounds.
6. After ensuring that all concrete surfaces are dry, fill the dowel holes with the adhesive material.
7. Insert the dowels of the spliced section into the adhesive filled holes of the bottom section and position the spliced section so that the axes of the two sections are in concentric alignment and the ends of the abutting sections are spaced 1/2 inches apart. The Contractor may use small steel spacers of the required thickness provided they have 3 inches or more of cover after completing the splice. Fill the space between the abutting sections completely with the adhesive.
8. Secure the spliced sections in alignment until the adhesive is cured in accordance with the manufacturer's directions for the time appropriate with the prevailing ambient temperatures. Do not utilize the crane to secure the pile extension during the adhesive cure time. Utilize alignment braces to maintain the proper pile alignment during the epoxy cure time.
9. After curing is completed, remove alignment braces and forms and clean and dress the spliced area to match the pile dimensions.

When dowel splices need to be driven, assist the Engineer in performing dynamic instrumentation during the driving of each dowel spliced pile to monitor and control the stresses and verify the splicing integrity. Replace any damaged pile splices in accordance with 455-3. Provide the Engineer 48 hours advance notification prior to driving spliced piles.

455-7.7.3 Precast Reinforced Non-Drivable Build-ups less than 21 feet:

Construct precast reinforced non-drivable build-ups less than 21 feet in accordance with the requirements of this Subarticle, Section 346, and Section 400. Provide the same material for the form surfaces for precast build-ups as was used to form the prestressed piles. Use concrete of the same mix as used in the prestressed pile and dimension the cross-section the same as piling being built up. Install build-ups as specified in 455-7.7.2(2) through 455-7.7.2(9). Apply to the build-ups the same surface treatment or sealant applied to the prestressed piles.

455-7.8 Pre-Planned Splices: Construct splices in accordance with the dowel splice method contained in the Standard Plans Indexes or using proprietary splices which are listed on the Department’s Approved Product List (APL). Splice test piles in the same manner as the production piles. Include in the pile installation plan, the chosen method of splicing and the approximate locations of the splice. Generally, place the splice at approximately the midpoint between the estimated pile tip and the ground surface, considering scour if applicable. Stagger the splice location between adjacent piles by a minimum of 10 feet. Obtain the Engineer’s approval prior to constructing any pile sections. Construct piles which are to be spliced using the dowel splice with preformed dowel holes in the bottom section and embedded dowels in the upper section.

When dowel splices need to be driven, assist the Engineer in performing dynamic instrumentation during the driving of each dowel spliced pile to monitor and control the stresses and verify the splicing integrity. Replace any damaged pile splices in accordance with 455-3. Provide the Engineer 48 hours advance notification prior to driving spliced piles.

Mechanical pile splices must be capable of developing the following capacities in the pile section unless shown otherwise in the Plans and capable of being installed without damage to the pile or splice:

1. Compressive strength = (Pile Cross sectional area) x (28 day concrete strength)
2. Tensile Strength = (Pile Cross sectional area) x 900 psi

Pile Size (inches)	Bending Strength (kip-feet)
18	245
20	325
24	600
30	950

455-7.9 Pile Cut-offs: After the completion of driving, cut piles off which extend above the cut-off elevation with an abrasive saw. Make the cut the depth necessary to cleanly cut through the prestressed strands. Take ownership and dispose of cut-off sections not used elsewhere as allowed by this Section.

455-8 Steel Piling.

455-8.1 Description: Furnish, splice, drive, and cut off structural steel shapes to form bearing piles. Include in this work the installation of structural steel bracing by bolting or welding, construction of splices and the filling of pipe piles with the specified materials specified in 455-8.9.

455-8.2 Material: For the material in steel piles, pile bracing, scabs, wedges, and splices, meet the requirements of Section 962.

455-8.3 Pile Splices: Order and use the full authorized pile length where practicable. Do not splice to obtain authorized lengths less than 40 feet except when shown in the Plans. Locate all splices in the authorized pile length in portions of the pile expected to be at least 15 feet below the final ground surface after driving. When it is not practicable to provide authorized pile lengths longer than 40 feet in a single length, use no more than one field splice per additional 40 feet of authorized pile length. Shop splices may be used to join single lengths of pile which are at least 20 feet in length. One shorter segment of pile may be used to achieve the authorized pile length when needed.

Where the pile length authorized is not sufficient to obtain the required bearing value or penetration, order an additional length of pile and splice it to the original length.

Make all splices in accordance with details shown in the Plans and in compliance with the general requirements of AWS D1.1 or American Petroleum Institute Specification 5L (API 5L).

455-8.4 Welding: Make all welded connections to steel piles by electric arc welding, in accordance with details shown in the Plans and in compliance with the general requirements of AWS D1.5. Electroslag welding is not permitted. Welds will be inspected by visual methods.

455-8.5 Pile Heads and Tips: Cut off all piles at the elevation shown in the Plans. If using a cutting torch, make the surface as smooth as practical.

Where foundation material is so dense that the Contractor cannot drive the pile to the required penetration and firmly seat it without danger of crumpling the tip, reinforce the tips with approved cast steel point protectors, as shown in the Plans or required by the Engineer. Construct point protectors in one piece of cast steel meeting the requirements of ASTM A27, Grade 65-35 heat treated to provide full bearing for the piles. Attach points by welding according to the recommendations of the manufacturer.

455-8.6 Pile Bent Bracing Members: Place structural steel sway and cross bracing, and all other steel tie bracing, on steel pile bents and bolt or weld in place as indicated in the Plans. Where piles are not driven into position in exact alignment as shown in the Plans, the Engineer may require the use of fills and shims between the bracing and the flanges of the pile. Furnish and place all fills and shims required to square and line up faces of flanges for cross bracing at no additional expense to the Department.

455-8.7 Coating: Coat exposed parts of steel piling, wedging, bracing, and splices in accordance with the provisions for coating structural steel as specified in Section 560.

455-8.8 Storage and Handling: While handling or transporting the piles from the point of origin and into the leads, store and handle in the manner necessary to avoid damage due to bending stresses. In general, lift steel piles by means of a suitable bridge or a sling attached to the pile at appropriate points to prevent damage. Lift the pile from the horizontal position in a manner that will prevent damage due to bending of the flanges and/or web.

455-8.9 Filling Pipe Piles: When required by the Plans, fill pipe piles with the specified materials. Use clean concrete sands and concrete meeting the requirements of Section 346. Place concrete in pipes containing water using methods in accordance with 455-15.9 with modified tremie and pump line sizes. Concrete may be placed directly into pipes which are dry. Construct and place reinforcement cages in accordance with 455-16 except the minimum number of spacers per level is three. Reinforcement cages may be installed before concrete placement or after concrete placement is completed if proper alignment and position is obtainable.

455-9 Sheet Piling.

455-9.1 Description: Leave permanent piling in place as part of the finished work and remove temporary piling after each construction phase unless otherwise authorized by the Engineer.

455-9.2 Materials: Meet the following requirements:

Concrete	Section 346
Bar Reinforcement	Section 931
Prestressing Reinforcement.....	Section 933
Steel Sheet Piles*	Section 962

*For temporary steel sheet piles meet the requirements specified in the Plans.

455-9.3 Steel Sheet Piling: Drive steel sheet piling and cut off true to line and grade. Install steel sheet piling with a suitable hammer. Remove and replace any section damaged during handling and installation at no additional expense to the Department.

455-9.3.1 Method of Installation: Where rock or strong material is encountered such that the sheet piles cannot be set to grade by driving, remove the strong material by other acceptable means, such as excavation and backfilling, drilling or by punching. When the Plans do not indicate the existence of rock or strong material, work of removing, drilling or punching the strong material or rock will be paid for as Unforeseeable Work.

455-9.4 Concrete Sheet Piling:

455-9.4.1 Description: Ensure that concrete sheet piling is of prestressed concrete construction and manufactured, cured, and installed in accordance with the requirements of the Contract Documents.

455-9.4.2 Manufacture of Piles: Ensure that the piles are fabricated in accordance with Section 450.

455-9.4.3 Method of Installation: Jet concrete sheet piling to grade where practical. The Engineer will require a minimum of two jets. Provide water at the nozzles of sufficient volume and pressure to freely erode material adjacent to the piles. Where encountering rock or strong material, such that the sheet piles cannot be set to grade by jetting, remove the strong materials by other acceptable means, such as excavation and backfilling, drilling or by punching with a suitable punch. When the Plans do not indicate the existence of rock or strong material and the piles cannot be set by jetting, the Department will pay for the work of removing, drilling or punching the strong material or rock as Unforeseeable Work.

455-9.4.4 Grouting and Caulking: Concrete sheet piles are generally detailed to have tongues and grooves on their lower ends, and double grooves on their upper ends. Where so detailed, after installation, clean the grooves of all sand, mud, or debris, and fully grout the grooves. Use approved plastic bags (sheaths) which will meet the shape and length of the groove to be grouted to contain the plastic grout within the double grooves. Provide grout composed of one part cement and two parts sand. Use clean A-3 sand or sand meeting the requirements of Section 902 in this grout. In lieu of sand-cement grout, the Contractor may use concrete meeting the requirements of Section 347, using small gravel or crushed stone coarse aggregate. Deposit the grout through a grout pipe placed within a watertight plastic sheath (bag) extending the full depth of the double grooves and which, when filled, completely fills the slot formed by the double grooves.

455-9.5 Storage and Handling: Handle and store all sheet piles in a manner to prevent damage. Handle long sheet piles with fabric slings or braided wire rope constructed of six or more wire ropes placed at appropriate lift points to prevent damage due to excessive bending.

455-10 Pile Installation Plan.

455-10.1 General: Submit the completed Pile Driving Installation Plan Form (Form No. 700-020-01) with the following information at the preconstruction conference or no later than 30 days before driving the first pile.

1. List and size of proposed equipment including cranes, barges, driving equipment, jetting equipment, compressors, and preformed pile hole equipment. Include manufacturer's data sheets on hammers.
2. Methods to determine hammer energy in the field for determination of pile capacity. Include in the submittal necessary charts and recent calibrations for any pressure measuring equipment.
3. Detailed drawings of any proposed followers.
4. Detailed drawings of templates.
5. Details of proposed load test equipment and procedures, including recent calibrations of jacks and required load cells.
6. Sequence of driving of piles for each different configuration of pile layout.
7. Details of proposed features and procedures for protection of existing structures.
8. Required shop drawings for piles, cofferdams, etc.
9. Methods and equipment proposed to prevent displacement of piles during placement and compaction of fill within 15 feet of the piles.
10. Methods to prevent deflection of battered piles due to their own weight and to maintain their as-driven position until casting of the pile cap is complete.
11. Proposed pile splice locations and details of any proprietary splices anticipated to be used.
12. Methods and equipment proposed to prevent damage to voided or cylinder piles due to interior water pressure.

Notify the Engineer of any test pile driving and production pile driving at least one week prior to beginning the installation operations of any pile.

455-10.2 Acceptance of Equipment and Procedures: All equipment and procedures are subject to satisfactory field performance. Make required changes to correct unsatisfactory field performance. The Engineer will give final acceptance after the Contractor makes necessary modifications. Do not make any changes in the driving system after acceptance without authorization of the Engineer. A hammer repaired on site or removed from the site and returned is considered to have its performance altered (efficiency increased or decreased), which is considered a change in the driving system and is subject to a dynamic load test in accordance with 455-5.14 at no additional compensation.

455-11 Method of Measurement (All Piling).

455-11.1 General: The quantity to be paid for will be the length, in feet, furnished, placed, and accepted according to the authorized lengths list, including any additions and excluding any deletions thereto, as approved by the Engineer.

No adjustments in the length, in feet, of piling will be made if cut-offs are required after the pile has been driven to satisfactory bearing.

455-11.2 Prestressed Concrete Piling:

455-11.21 Length: The length of precast concrete piles will be considered as the overall length from head to tip. Final pay length will be based on the casting length as authorized

in accordance with 455-5.15.3 subject to provisions of 455-11.2.3 through 455-11.2.4, 455-11.8, 455-11.9 and 455-11.12.

455-11.2.2 Driving of Unplanned Epoxy-Bonded Dowel Splice: If a pile is driven below cut-off and satisfactory bearing is not obtained, and additional driving is required after construction of a satisfactory splice, an additional 10 feet of piling will be paid for the additional driving. This compensation for driving of splice, however, will not be allowed for test piles that are spliced and redriven.

455-11.2.3 Extracting Piles: In the event that a pile is driven below cut-off without obtaining the required bearing, and the Engineer elects to have the pile extracted and a longer pile substituted, the pile extraction will be paid for as Unforeseeable Work. In the event a pile is damaged or mislocated, and the damage or mislocation is determined to be the Department's responsibility, and the Engineer elects to have the pile extracted, the pile extraction will be paid for as Unforeseeable Work. If a replacement pile is required, compensation will be made under the item for piling, for both the original pile and replacement pile. Redriving of an extracted and undamaged pile will be paid for at 30% of the Contract unit price for piling.

The Contractor may substitute a longer pile in lieu of splicing and building-up a pile. In this event, the Contractor will be paid for the original authorized length of the pile, plus any additional length furnished by the Contractor up to the authorized length of the build-up, as piling. The Contractor will be paid 30 feet of piling as full compensation for extracting the original pile.

455-11.2.4 Underwater Driving: When the Contractor selects one of the optional underwater driving methods, payment will be made by selecting the applicable method from the following:

1. Using a pile longer than the authorized length: Measurement for piling will be made only for the authorized length at that location unless the length of pile from cut-off elevation to the final tip elevation is greater than the authorized length, in which case payment for piling will be made from cut-off elevation to final tip elevation. No payment will be made for pile splice, when this option is selected, unless the pile is physically spliced and the splice is driven below cut-off elevation to achieve bearing.

2. Using an underwater hammer or a pile follower: Measurement will be in accordance with 455-11.2.1.

455-11.3 Steel Piling - Point Protectors: The quantity to be paid for will be each for the total of point protectors authorized, furnished, and properly installed.

455-11.4 Test Piles: The quantity to be paid for of test piles of various types, will be the length, in feet, of test piling furnished, driven and accepted, according to the authorized length list, and any extensions thereof as approved by the Engineer.

Test piles left in place as permanent piles will be paid for only as test piling. Any extensions necessary to continue driving the pile for test purposes, as authorized by the Engineer, will be paid for as test piles. Other extensions of piles, additional length paid for splicing and build-ups will be included in the quantities of regular piling and will not be paid for as test piling.

455-11.5 Dynamic Load Tests: Payment will be based on the number of dynamic load tests shown in the Plans, authorized by the Engineer, or required in 455-5.12.7, completed and accepted in accordance with the Contract Documents. No separate payment will be made for dynamic load tests used to evaluate changes in the Contractor's driving equipment. No payment will be made for dynamic load tests used to evaluate the integrity of a pre-planned epoxy-bonded

dowel splice. Include all costs associated with dynamically testing production piles with epoxy-bonded dowel splices under Pay Item No. 455-34. No payment will be made for dynamic load tests on test piles.

For structures with 100% dynamic testing, the cost of supplying and installing internal gauges or attaching external gauges to each pile for dynamic load tests is included in the cost of the pile and no separate payment will be made.

For structures without 100% dynamic testing, the cost of supplying and installing internal gauges or attaching external gauges to each production pile for dynamic load testing prior to initial driving, authorized by the Engineer, will be 20 feet of additional pile. No payment will be made for attaching dynamic testing equipment for set-checks or redrives. No payment will be made for dynamic load testing performed when driving using followers. No payment will be made for any dynamic load testing performed on temporary piles.

455-11.6 Steel Sheet Piling: The quantity to be paid for will be the plan quantity area, in square feet, measured from top of pile elevation to the bottom of pile elevation and beginning and end wall limits as shown in the Plans with no allowance for variable depth surface profiles. Approved alternate support structures would be paid for as plan quantity computed for sheet pile. Sheet piling used in cofferdams and to incorporate the Contractor's specific means and methods, and not ordered by the Engineer, will be paid for as required in Section 125.

455-11.7 Concrete Sheet Piling: The quantity to be paid for will be the product of the number of such piles satisfactorily completed, in place, times their lengths in feet as shown in the Plans or authorized by the Engineer. This quantity will be based upon piles 2-1/2 feet wide.

When the Engineer approves, the Contractor may furnish the concrete sheet piling in widths wider than shown in the Plans; then the number of piles shall be the actual number of units completed times the width used divided by the width in the Plans.

455-11.8 Pile Splices: The quantity to be paid for authorized drivable splices and build-ups greater than 5 feet in length in concrete piling, and test piling, which are made for the purpose of obtaining authorized pile lengths longer than shown as the maximum length in the Standard Plans Indexes, for obtaining greater lengths than originally authorized by the Engineer, to incorporate test piling in the finished structure, for further driving of test piling, or for splices shown in the Plans, will be 30 feet of additional prestressed concrete piling under Pay Item No. 455-34.

For concrete piles and test piles, where the build-up is 5 feet or less in length, the quantity to be paid for will be 9 feet of prestressed concrete piling under Pay Item No. 455-34 as compensation for drilling and grouting the dowels and all other costs for which provision has not otherwise been made.

The quantity to be paid for authorized splices in steel piling and test piling, for the purpose of obtaining lengths longer than the lengths originally authorized by the Engineer, will be 20 feet of additional steel piling under Pay Item No. 455-35.

455-11.9 Set-Checks and Redrives:

455-11.9.1 Set Checks/Test Piles: There will be no separate payment for the initial four set-checks performed the day of and the working day following initial driving. For each additional set-check ordered by the Engineer and performed within the following working day of initial driving, an additional quantity of 10 feet of piling will be paid.

455-11.9.2 Set Checks/Production Piles: There will be no separate payment for the initial two set-checks performed the day of and the working day following initial driving. For

each additional set-check ordered by the Engineer and performed within the following working day of initial driving, an additional quantity of 10 feet of piling will be paid.

455-11.9.3 Redrives: The quantity to be paid for will be the number of redrives, each, authorized by the Engineer. Payment for any pile redrive (test pile or production pile) ordered by the Engineer will consist of 20 feet of additional piling.

455-11.10 Pile Extraction: Piles authorized to be extracted by the Engineer and successfully extracted as provided in 455-11.2.3 will be paid for as described in 455-11.2.3. No payment for extraction will be made for piles shown in the Plans to be extracted or piling damaged or mislocated by the Contractor that are ordered to be extracted by the Engineer.

455-11.11 Static Load Tests: The quantity to be paid for will be the number of static load tests of the designated tonnages, each, as shown in the Plans or authorized by the Engineer, actually applied to piles, completed and accepted in accordance with the Plans and these Specifications.

455-11.12 Preformed Pile Holes: The quantity added to the payment for piling will be 30% of the length of completed preformed pile holes from existing ground or the bottom of any required excavation, whichever is lower, to the bottom of preformed hole acceptably provided, complete for the installation of the bearing piles, regardless of the type of pile (test pile or production pile) installed therein. Only those holes authorized to be paid for, as provided in 455-5.10.3, will be included in the measurement for payment. The Engineer will authorize payment for preformed pile holes only when the pile has been placed in proper position and has achieved the required penetration.

455-12 Basis of Payment (All Piling).

455-12.1 Treated Timber Piling: Price and payment will be full compensation for all labor, equipment, and materials required for furnishing and installing all materials, including collars, metal shoes, copper cover sheets, preservatives and tar, and for wrapping pile clusters with wire cable, where so shown in the Plans.

455-12.2 Prestressed Concrete Piling: Price and payment will be full compensation for all labor, equipment, and materials required for furnishing and installing all reinforcing steel, predrilled holes, furnishing the material for and wrapping pile clusters with wire cable where so shown in the Plans and grouting of preformed pile holes when shown in the Plans.

455-12.3 Steel Piling: Price and payment will be full compensation for all labor, equipment, and materials required for furnishing and installing steel piling, including welding and painting as specified and the cost of predrilling pile holes described in 455-5.1. The cost of any concrete fill and reinforcing steel in pipe piles will be included in the price for steel piling.

Bracing and other metal parts attached to or forming a part of piling or bracing and not otherwise classified, will be measured and paid for as provided in Section 460.

455-12.4 Test Piles: Price and payment will be full compensation for all incidentals necessary to complete all the work of this item except splices, build-ups, pile extractions and preformed pile holes authorized by the Engineer and paid for under other pay items or payment methods. The cost of all additional work not listed above necessary to ensure required penetration and attain required bearing of the test piles will be included in the price bid per foot of test pile, including driving and all other related costs.

455-12.5 Dynamic Load Tests:

455-12.5.1 Dynamic Load Tests/Test Piles: All test piles will require dynamic load tests. Include all costs associated with assisting the Engineer in performing the dynamic load tests in the pay items for test piles.

455-12.5.2 Dynamic Load Tests/Production Piles: Payment will be full compensation for all costs associated with assisting the Engineer in performing the dynamic load tests.

455-12.6 Steel Sheet Piling:

455-12.6.1 Permanent Sheet Piling: Price and payment will be full compensation for all labor, equipment, and materials required for furnishing and installing steel sheet piling including preformed holes and coating, but will not include furnishing and placing anchors when an anchored wall system is designed and detailed in the Plans. In such cases, furnishing and installing anchors will be paid separately.

455-12.6.2 Temporary Sheet Piling: For critical temporary steel sheet pile walls, walls which are necessary to maintain the safety of the traveling public or structural integrity of nearby structures, roadways and utilities during construction, that are detailed in the Plans, price and payment will be full compensation for all labor, equipment, and materials required for furnishing and installing steel sheet piling including preformed holes when shown in the Plans, and including wales, anchor bars, dead men, soil anchors, proof tests, creep tests, and other incidental items when an anchored wall system is required. Removal of the sheet piling, anchors, and incidentals will be included in the cost per square foot for steel sheet piling (critical temporary). When the temporary steel sheet pile walls are not detailed in the Plans, the cost of furnishing and installation shall be incidental to cost of other related items and no separate payment shall be made. If the wall is not shown in the Plans, but deemed to be critical as determined by the Engineer, then a design shall be furnished by the Department and paid for separately under steel sheet piling (critical temporary).

455-12.7 Concrete Sheet Piling: Price and payment will be full compensation for all labor, equipment, and materials required for furnishing and installing concrete sheet piling, including reinforcing steel, grouting, filter fabric, preformed holes and installation.

455-12.8 Preformed Pile Holes: Payment will be full compensation for all labor, equipment, casings and materials required to perform this work.

455-12.9 Point Protectors: Price and payment will be full compensation for all labor, equipment, and materials required for furnishing and installing point protectors.

455-12.10 Static Load Tests: Price and payment will be full compensation for all labor, equipment, and materials required to perform this work.

455-12.11 Pile Cut-Off: Anticipate all piles will require cutting-off, and include all costs associated with pile cut-off in the pay items for piling.

455-12.12 Payment Items: Payment will be made under:

- | | |
|-------------------|---|
| Item No. 455- 2- | Treated Timber Piling - per foot. |
| Item No. 455- 14- | Concrete Sheet Piling - per foot. |
| Item No. 455- 34- | Prestressed Concrete Piling - per foot. |
| Item No. 455- 35- | Steel Piling - per foot. |
| Item No. 455- 36- | Concrete Cylinder Piling - per foot. |
| Item No. 455-119- | Test Loads - each. |
| Item No. 455-120- | Point Protection - each. |
| Item No. 455-133- | Sheet Piling - per square foot. |
| Item No. 455-143- | Test Piles (Prestressed Concrete) - per foot. |
| Item No. 455-144- | Test Piles (Steel) - per foot. |
| Item No. 455-145- | Test Piles (Concrete Cylinder) - per foot. |

**SECTION 470
TIMBER STRUCTURES**

470-1 Description.

Furnish and erect treated timber into various structures.

470-2 Materials.

Meet the following requirements:

Timber.....Section 952

Preservative.....Section 955

Use timber as specified in the Plans.

470-3 Timber Handling.

Handle treated timber with rope slings, without sudden dropping, breaking of outer fibers, bruising, or penetration of the surface with tools. Do not use cant dogs, hooks, or pike poles.

470-4 Cutting and Framing.

Before treatment, cut and frame all timbers which are shown by the Plans to be furnished in special lengths or framed to detailed dimensions. Limit the cutting of treated timber to minor fitting which might be necessary and that is authorized by the Engineer. For all places where the surface is broken, by cutting or otherwise, thoroughly coat with the preservatives and by the methods specified in AWP A M4.

470-5 Bolt Holes.

The Contractor may drill holes in the field. For timbers originally treated with pentachlorophenol, creosote, creosote solutions, or waterborne preservatives, field treat all cuts, abrasions, bolt holes, and recesses that occur after treatment with two liberal applications of a compatible preservative in accordance with the requirements specified in AWP A Standard M4, Standard for the Care of Pressure-Treated Wood Products.

470-6 Pile Caps.

Ensure that pile caps have full even bearing on all piles in the bent, and secure them to each pile by a 3/4 inch diameter drift bolt extending at least 9 inches into the pile. Where so shown in the Plans, cover the tops and ends of pile caps with 10 ounce, minimum weight, copper sheet meeting the requirements of ASTM B370.

470-7 Floors.

Attach the planks to each joist or nailing strip with at least two 8 inch nails for 3 inch planks, or two 10 inch nails for 4 inch planks. Use nails that are at least 1/4 inch in diameter. For treated timber floors where a bituminous wearing surface is to be applied, lay the planks with the best side up and with adjacent edges in contact. Grade the planks as to thickness before laying, and lay the planks so that no two adjacent planks vary in thickness more than 1/8 inch. Cut the floor to straight lines along the side of the roadway and walkway.

470-8 Framing.

Cut and frame truss and bent timbers to a close fit in such manner that they will have even bearing over the entire contact surface of the joint. Do not perform blocking or shimming of any kind in making the joints. The Engineer will not accept open joints.

470-9 Holes for Bolts, Dowels, Rods, and Lag Screws.

Bore holes to the diameters shown in the following table:

Hole use	Hole diameter
Drift Bolts and Dowels	1/16 inch less in diameter than the bolt or dowel to be used
Machine Bolts	same diameter as the bolt
Rods	1/16 inch greater in diameter than the rod
Lag Screws	not larger than the body of the screw at the base of the thread

470-10 Stringers.

The Contractor may use butt joints for outside stringers, but shall frame interior stringers to bear over the full width of floor beam or cap at each end. Separate the ends at least 1/2 inch to allow circulation of air, and securely fasten the ends to the timber on which they rest.

470-11 Railings.

Construct railings of treated dressed lumber.

470-12 Hardware.

470-12.1 General: Use hardware, including bolts, drift pins, dowels, rods, nuts, washers, spikes, nails and all similar incidental metal items, necessary to complete the work in accordance with the details shown in the Plans. Use common wire nails as commercially manufactured. Use ogee washers of cast or malleable iron. The Contractor may use other hardware of steel, iron, or any similar material ordinarily used in the manufacture of such articles.

470-12.2 CCA, ACQ-D, and CA-C, Treated Timber Structures: Use the fasteners and connectors as described in the following table:

TABLE – HARDWARE REQUIREMENTS FOR TREATED TIMBER		
Environmental condition where structure will be located	Fasteners	Connectors
Permanent wood foundations and/or where salt spray if prevalent	304 or 316 Stainless Steel	304 or 316 Stainless Steel
Structures that will be exposed to standing water or rainwater	304 or 316 Stainless Steel	304 or 316 Stainless Steel
Structures that will be situated indoors and remain dry in service	304 or 316 Stainless Steel Hot-dipped galvanized fasteners meeting ASTM A-153 requirements	304 or 316 Stainless Steel Hot-dipped galvanized connectors meeting the requirements of ASTM A-653 Class G185 sheet or better

Do not use aluminum in direct contact with treated wood.

470-12.3 Bolts: Use bolts of the sizes shown in the Plans with square heads and nuts and with screw threads that make close fits in the nuts. Upon completion of the installation, check all nuts for tightness, and cut off protruding bolt ends so that not more than 1/4 inch extends beyond the nut.

470-12.4 Inspection: The Engineer will inspect the hardware for quality of manufacture and accuracy of size prior to use on wood structures.

470-13 Countersinking.

Perform countersinking wherever the heads of screws or bolts would otherwise interfere with the assembly of the work. Fill recesses formed by countersinking with hot asphalt.

470-14 Method of Measurement.

470-14.1 General: The quantity to be paid for will be the plan quantity, in feet board measure, of such timber actually incorporated in and forming a part of the completed structure.

470-14.2 Method of Calculation: For calculating the quantity of timber, the width and thickness will be taken as the actual sizes shown in the Plans or ordered by the Engineer. Where special sizing is required, the width and thickness to be used will be that of the smallest commercial size from which the special piece could be cut. Lengths to be used in the calculations will be the overall lengths of the pieces as shown in the Plans, except that, where the lengths actually incorporated in the structure are less than the lengths shown in the Plans, the lengths actually incorporated will be used in the calculations. Deductions will not be made for copes, scarfs, or crownings.

470-15 Basis of Payment.

Prices and payments will be full compensation for all the work specified in this Section, including all copper covering over pile heads, caps, etc., as shown in the Plans, all hardware except such plates, lag screws, and other metal parts as may be shown in the Plans to be paid for as structural steel and all paint materials and all excavation, painting, and incidentals necessary to complete the work.

Payment will be made under:

Item No. 470- 1- Treated Structural Timber - per Thousand Board Measure.

SECTION 515
METAL PEDESTRIAN/BICYCLE RAILINGS, GUIDERAILS, AND HANDRAILS

515-1 Description.

Furnish and install metal pedestrian/bicycle railings, including bullet rails, guiderails and handrails in accordance with the Plans and Standard Plans.

Obtain rail components from producers currently on the Department's Production Facility Listing. Producers seeking inclusion on the list shall meet the requirements of Section 105.

515-2 Materials.

Meet the following requirements:

Concrete	Section 346
Anchor Bolts, Rods, Nuts and Washers*	Section 962
Adhesive Anchors**	Section 937
Aluminum	Section 965
Bearing Pads	932-2.5
Epoxy Mortar**	Section 926
Steel.....	Section 962

*Do not use expansion anchors.

**Use products listed on the Department's Approved Product List (APL).

515-3 Construction Requirements.

515-3.1 General: Space posts to clear obstacles without exceeding maximum post spacing and maintain a uniform spacing with reasonable consistency. Place splices in approximately the same place within a railing section.

Railings must be free of burrs and sharp edges and all plug welds ground smooth.

515-3.2 Welds: Nondestructive testing of welds is not required, unless otherwise shown in the Plans.

515-3.2.1 Aluminum Railing: Welds must be in accordance with Section 965. Filler material for seal welds, plug welds and bend splices may be ER4303.

515-3.2.2 Steel Railing: Meet the requirements of Section 962, except weld connections must be in accordance with AWS D1.1, Structural Welding Code, using E70XX weld material, unless otherwise shown in the Plans.

515-3.3 Coatings:

515-3.3.1 Aluminum Railing: Coating is not required, unless otherwise shown in the Plans. Finished product must have a smooth uniform appearance.

When a colored coating is required, use a fluoropolymer based powder coating system complying with American Architectural Manufacturers Association (AAMA) Specification No. 2605.

515-3.3.2 Steel Railing: Components must be hot-dip galvanized after fabrication in accordance with Section 962, unless otherwise shown in the Plans. When a colored coating is required, meet the requirements of 649-4.

515-4 Shop Drawings.

Submit shop drawings and obtain approval prior to fabrication in accordance with Section 5. Show project specific geometry (line and grade), post type and locations, expansion joint and splice locations.

Include other project specific details such as tapered end transitions, continuity or transition details post and panel infill type, and anchor bolt general details.

515-5 Installation.

515-5.1 General: Place a 1/8 inch thick bearing pad with dimensions matching the base plate between the base plate and concrete surface.

515-5.2 Bullet Railings: Install rail posts perpendicular to the profile grade longitudinally and plumb transversely.

515-5.3 Pedestrian /Bicycle Railings and Guiderails: For locations other than bridges, fabricate and install posts plumb. On bridges, fabricate and install posts perpendicular to the profile grade line longitudinally and plumb transversely. Use aluminum shim plates to make necessary adjustments. Bond stacked shim plates with adhesive bonding material and field trim shim plates to match the foundation contours. Beveled shim plates may be used in lieu of trimmed flat shim plates.

If shims greater than 1/2 inch total thickness are required, provide longer anchor bolts. Bolts must be long enough to secure washers and nuts and meet the minimum embedment length.

Post tolerance from plumb is plus or minus one inch, measured at 42 inches above the foundation. Rails must form a smooth continuous line without hills or dips greater than 1/2 inch between any three posts or side sway greater than 1/2 inch between post assemblies.

515-5.4 Anchoring:

515-5.4.1 General: Secure nuts to a snug tight condition. Tack weld nuts to stem or distort bolt threads to prevent nut loosening and removal. Coat damaged galvanizing on bolt stems, nuts, and tack welds in accordance with Section 562.

515-5.4.2 Adhesive Anchors: Install anchors in accordance with Section 416.

515-5.4.3 C-I-P and Thru-Bolt Anchors: Use galvanized hex head anchor bolts. When thru-bolting is used, coat cut reinforcing steel inside the drilled hole with a zinc galvanizing compound in accordance with Section 562 prior to installing bolts.

515-5.4.4 Embedded Guiderail Posts: Core holes into the foundation concrete, then clean holes, in accordance with the manufacturer's instructions. At a minimum, use oil free compressed air to remove loose particles, brush the inside surface to free loose particles, then use compressed air again to remove any remaining particles. Use a Type AB, or F epoxy compound to secure guiderail posts into the cored holes.

515-6 Method of Measurement.

The quantity of railing to be paid for will be the plan quantity, in linear feet, installed and accepted. The quantity will be measured along the centerline of the top rail.

515-7 Basis of Payment.

Price and payment will be full compensation for all work specified in this Section, including all materials, hardware, labor, and incidentals required to complete the installation.

For relocation of existing railing, price and payment will be full compensation for the removal and reinstallation, including all materials, hardware, labor, and incidentals required to complete the installation.

Payment will be made under the following:

- | | | |
|----------|--------|---|
| Item No. | 515- 1 | Pipe Handrail-Guiderail - per linear foot. |
| Item No. | 515- 2 | Pedestrian/Bicycle Railing - per linear foot. |

Item No. 515- 3 Handrail - Retrofit to Existing Railing - per linear foot.
Item No. 515- 4 Aluminum Bullet Railings - per linear foot.

**SECTION 952
STRUCTURAL TIMBER**

952-1 General Specifications for All Structural Timber.

This Section specifies the requirements for pine timber to be used as structural members in the Department's work, including untreated timber as well as timber to be treated. All such timber shall be manufactured and graded in accordance with the current edition of the Standard Grading Rules for Southern Pine Timber, of the Southern Pine Inspection Bureau. The timber shall meet the requirements of No. 1 grade or as otherwise specified in the Plans.

952-2 Timber for Other Specific Uses.

952-2.1 Specification Grade: For timber to be used for columns, sills, wheelguards, bulkhead, sheeting, bracing, fender wales, or any other purpose for which the grade is not specified otherwise, the specification grade shall be as follows:

Nominal Thickness	Nominal Width	Grade
1 to 1.5 inches	2 inches and wider	No. 1 Boards
2 to 4 inches	2 inches and wider	No. 1 Dimension
5 inches and larger	5 inches and larger	No. 2 Timbers

952-2.2 Permissible Knot Sizes for Fender Wales: For timber used as fender wales, the maximum permissible size of knot (at any point on any face) shall be as follows:

For nominal width of face of 10 - 3-3/4 inches.

For nominal width of face of 12 - 4-1/2 inches.

952-3 Untreated Pine Timber - Specific Requirement for Heartwood.

In addition to meeting all of the requirements of 952-1 and 952-2, pine timber which is to be used as untreated timber will be required to show at least 85% of heartwood on any girth.

SECTION 954 TIMBER FENCE POSTS AND BRACES

954-1 Types of Timber, and Treating Requirements.

Timber fence posts and braces shall be of southern yellow pine and shall be treated in accordance with Section 955.

Prior to the treatment, all knots on the posts shall be trimmed close to the body of the post.

954-2 Requirements for Cutting.

Round or sawn posts will be permitted but all posts on a single project shall be the same. Sawn post shall comply with AASHTO M168, have a minimum Fb of 1,350 psi, be grade-stamped by an inspection agency accredited by the American Lumber Standards Committee (ALSC), and shall meet the requirements of 954-6. Round posts shall be cut from sound and solid trees and shall contain no unsound knots. The butt shall be cut at a sufficient distance above the ground swell of the tree that there will be no abrupt change in cross-section of the post.

The butts shall be sawn square. The post tops shall be sawn neatly and at right angles to the vertical axis of the post.

954-3 Knots, etc.

Sound knots will be permitted provided the diameter of the knot does not exceed one-third of the diameter of the piece at the point where it occurs.

Peck (in cypress posts) shall be limited as provided for knots; the area of permissible peck not exceeding the area occupied by permissible knots, and a combination of peck and knots not exceeding the aggregate of knots allowed.

The posts shall be free from decayed wood, rot, and red heart, and of ring shake or season checks which penetrate at any point more than one fourth the diameter of the piece, or are greater than 1/4 inch wide.

954-4 Peeling.

All posts shall be peeled for their full length, and all inner and outer bark removed, except that isolated strips of inner bark which do not exceed 1/2 inch in width or 3 inches in length will be permitted.

954-5 Straightness.

The straightness of the post shall be such that for any 8 foot post (or for any 8 feet of length, for longer posts) a straight line from the center of the tip to the center of the butt (or from center of the cross sections at the extremes of the 8 foot lengths) shall not fall outside the center of the mid-section of the 8 foot length by more than 2 inches.

954-6 Dimensions.

954-6.1 Minimum Lengths Allowable:

Line posts - 8 feet.

Corner and pull posts - 8 feet, 6 inches.

Braces - As required by the Plans.

(A tolerance of minus 1 inch to plus 2 inches will be allowed in the lengths shown for the posts.)

954-6.2 Minimum Allowable Cross Section:

Round line posts - 4 inch diameter.

Round braces, corner and pull posts - 5 inch diameter.

Square line posts - 4 inches by 4 inches.

Square braces, corner and pull posts - 5 inches by 5 inches.

The minimum diameters specified for round posts are applicable before preservative treatment. When the treated post is inspected at the job site a tolerance of 3/8 inch under such diameters will be allowed, to compensate for shrinkage resulting from treatment and storage.

**SECTION 955
TIMBER TREATMENT
(INCLUDING TREATING MATERIALS)**

955-1 General.

The work specified in this Section is the treating of structural timber, timber piling and timber posts. The method of treatment for all such timber materials shall be in accordance with AASHTO M 133, or American Wood Protection Association (AWPA) Use Category System (UCS) - U1, with the exceptions and additions as specified herein.

955-2 Preservative.

955-2.1 Salt or Brackish Water Use: The treating of Southern Yellow Pine (SYP) lumber or timber for use in salt or brackish water environments shall be done with Chromated Copper Arsenate (CCA) in accordance with AWPA U1.

955-2.2 Above Ground or Ground Contact and Fresh Water Immersion Use: The treating of SYP lumber and timber for above ground or ground contact and fresh water immersion applications, shall be done with, Ammoniacal Copper Zinc Arsenate (ACZA), Copper Azole (CA), Micronized Copper Azole (MCA), Alkaline Copper Quat (ACQ), Micronized Copper Quat (MCQ), or CCA, with the following exceptions:

Treatment of the wood products of the pedestrian bridges, wood rails at buildings or rest areas, and fence posts shall be done either with CA, MCA, or ACQ.

955-3 Process.

All timber and lumber items shall be treated in accordance with AWPA T1.

955-4 Requirements for Preservative Materials.

ACQ, CCA, CA, MCA and ACZA shall be in accordance with the appropriate AWPA P Standard. MCA shall be in accordance with the appropriate ICC Evaluation Service (ICC-ES) ESR Report.

955-5 Requirements for Retention.

955-5.1 Piling: All pilings shall be treated in accordance with AWPA U1.

955-5.2 Structural Timber and Sheet Piles: All structural timber and sheet piles shall be treated in accordance with AWPA U1.

955-5.3 Posts: All posts shall be treated in accordance with AWPA U1.

955-5.4 Determination of Retention: Retention shall be determined by assay performed and certified by the treating company in accordance with the applicable AWPA standards.

955-6 Penetration Requirements.

The penetration of the treatment shall be in accordance with AWPA T1.

955-7 Handling Waterborne Preservative Treated Piling.

In handling of piles that have been treated with chromated copper arsenate (CCA) or ammoniacal copper zinc arsenate (ACZA), cable slings shall be used. Mechanical grabbers or pointed tools shall not be permitted. Rough or careless handling shall be avoided at all times.

955-8 Identification of Treating Plants for Round Piling.

The treating plant shall brand, or place a distinctive permanent mark, on each round pile, approximately 6 feet from the butt end, such that the plant responsible for the treatment can be readily determined at any time during the service life of the piling.