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STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**NOTICE TO CONTRACTORS
AND
SPECIAL PROVISIONS**

**FOR CONSTRUCTION ON STATE HIGHWAY IN
ORANGE COUNTY NEAR SAN JUAN HOT SPRINGS FROM SAN JUAN CANYON BRIDGE TO RIVERSIDE
COUNTY LINE**

DISTRICT 12, ROUTE 74

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

CONTRACT NO. 12-043214

12-Ora-74-21.4/26.7

Federal Aid Project

ACSTP-P074(050)E

**Bids Open: November 30, 2006
Dated: October 2, 2006**

OSD

IMPORTANT SPECIAL NOTICES

- Attention is directed to Section 4, "Beginning of Work, Time of Completion and Liquidated Damages," of these special provisions, for revised definition of "working day".
- The specifications for this project require the production of asphalt-rubber binder. The Air Quality Management District must approve the production and placement of asphalt-rubber binder and rubberized asphalt concrete, in addition to the Operating Permits required to produce asphalt concrete. Air Quality Management Districts have stopped production of these products due to failure to obtain necessary approvals.
- Attention is directed to Section 3, "Award and Execution of Contract," of these special provisions regarding submittal of the documents identified in Section 3-1.025, "Insurance Policies," of the Standard Specifications.

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STANDARD PLANS LIST

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

A10A	Acronyms and Abbreviations (A-L)
A10B	Acronyms and Abbreviations (M-Z)
A10C	Symbols (Sheet 1 of 2)
A10D	Symbols (Sheet 2 of 2)
A20A	Pavement Markers and Traffic Lines, Typical Details
A20B	Pavement Markers and Traffic Lines, Typical Details
A40B	Shoulder Rumble Strip Details – Ground-In Indentations
A62A	Excavation and Backfill – Miscellaneous Details
A62B	Limits of Payment for Excavation and Backfill – Bridge Surcharge and Wall
A62C	Limits of Payment for Excavation and Backfill - Bridge
A62D	Excavation and Backfill – Concrete Pipe Culverts
A62DA	Excavation and Backfill – Concrete Pipe Culverts
A73A	Object Markers
A73B	Markers
A73C	Delineators, Channelizers and Barricades
A77A2	Metal Beam Guard Railing – Standard Railing Section (Steel Post With Notched Wood or Notched Plastic Block
A77B1	Metal Beam Guard Railing – Standard Hardware
A77C2	Metal Beam Guard Railing Steel Post, Notched Wood Block and Notched Plastic Block Details
A77C3	Metal Beam Guard Railing – Typical Line Post Embedment and Hinge Point Offset Details
A77C4	Metal Beam Guard Railing – Typical Railing Delineation and Dike Positioning Details
A77E1	Metal Beam Guard Railing – Typical Layouts for Embankments
A77E2	Metal Beam Guard Railing – Typical Layouts for Embankments
A77F1	Metal Beam Guard Railing – Typical Layouts for Structure Approach
A77F2	Metal Beam Guard Railing – Typical Layouts for Structure Approach and Between Structures
A77F4	Metal Beam Guard Railing – Typical Layouts for Structure Departure
A77F5	Metal Beam Guard Railing – Typical Layouts for Structure Departure
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A77H2	Metal Railing Rail Tensioning Assembly
A77H3	Metal Railing Anchor Cable and Anchor Plate Details
A77I1	Metal Railing End Anchor Assembly (Type CA)
A77I2	Metal Beam Guard Railing – Buried Post End Anchor
A77J1	Metal Beam Guard Railing Connections To Bridge Railings Without Sidewalks Details No.1
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A77J3	Metal Beam Guard Railing Connections to Abutments and Walls
A77J4	Metal Beam Guard Railing Transition Railing (Type WB)
A77L2	Metal Beam Railing Terminal System (Type SKT)
A77L3	Metal Beam Railing Terminal System (Type ET)
A87B	Asphalt Concrete Dikes
P70	Asphalt Concrete Paving (Longitudinal Tapered Notched Wedge Joint)
D73	Drainage Inlets
D77A	Grate Details
D87A	Corrugated Metal Pipe Downdrain Details
D88	Construction Loads On Culverts

D89	Pipe Headwalls
D94A	Metal and Plastic Flared End Sections
D97A	Corrugated Metal Pipe Coupling Details No. 1- Annular Coupling Band Bar And Strap and Angle Connections
D97B	Corrugated Metal Pipe Coupling Details No. 2- Hat Band Coupler and Flange Details
D97C	Corrugated Metal Pipe Coupling Details No. 3- Helical and Universal Couplers
D97D	Corrugated Metal Pipe Coupling Details No. 4- Hugger Coupling Bands
D97E	Corrugated Metal Pipe Coupling Details No. 5- Standard Joint
D97F	Corrugated Metal Pipe Coupling Details No. 6- Positive Joint
D97G	Corrugated Metal Pipe Coupling Details No. 7- Positive Joints and Downrain
D97H	Reinforced Concrete Pipe or Non-Reinforced Concrete Pipe-Standard and Positive Joints
H1	Planting and Irrigation – Abbreviations
T1A	Temporary Crash Cushion, Sand Filled (Unidirectional)
T1B	Temporary Crash Cushion, Sand Filled (Bidirectional)
T2	Temporary Crash Cushion, Sand Filled (Shoulder Installations)
T3	Temporary Railing (Type K)
RSP T7	Construction Project Funding Identification Signs
RSP T13	Traffic Control System for Lane Closure On Two lane Conventional Highways
T51	Temporary Water Pollution Control Details (Temporary Silt Fence)
T52	Temporary Water Pollution Control Details (Temporary Straw Bale Barrier)
T53	Temporary Water Pollution Control Details (Temporary Cover)
T54	Temporary Water Pollution Control Details (Temporary Erosion Control Blanket)
T55	Temporary Water Pollution Control Details (Temporary Erosion Control Blanket)
T56	Temporary Water Pollution Control Details (Temporary Fiber Roll)
T57	Temporary Water Pollution Control Details (Temporary Check Dam)
T58	Temporary Water Pollution Control Details (Temporary Construction Entrance)
T59	Temporary Water Pollution Control Details (Temporary Concrete Washout Facility)
B0-1	Bridge Details
B0-3	Bridge Details
B0-5	Bridge Details
B2-3	400 mm and 610 mm Cast-In-Drilled-Hole Concrete Pile
B3-1	Retaining Wall Type 1 – H=1200 Through 9100 mm
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B3-9	Retaining Wall Details No. 2
B7-1	Box Girder Details
B11-56	Concrete Barrier Type 736
B11-57	Concrete Barrier Type 742
RS1	Roadside Signs, Typical Installation Details No. 1
RS2	Roadside Signs - Wood Post, Typical Installation Details No. 2
RS3	Roadside Signs - Laminated Wood Box Post Typical Installation Details No. 3
RS4	Roadside Signs, Typical Installation Details No. 4
S93	Framing Details for Framed Single Sheet Aluminum Signs, Rectangular Shape
S94	Roadside Single Sheet Aluminum Sign, Rectangular Shape
S95	Roadside Single Sheet Aluminum Sign, Diamond Shape

DEPARTMENT OF TRANSPORTATION

NOTICE TO CONTRACTORS

CONTRACT NO. 12-043214

12-Ora-74-21.4/26.7

Sealed proposals for the work shown on the plans entitled:

STATE OF CALIFORNIA; DEPARTMENT OF TRANSPORTATION; PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY IN ORANGE COUNTY NEAR SAN JUAN HOT SPRINGS FROM SAN JUAN CANYON BRIDGE TO RIVERSIDE COUNTY LINE

will be received at the Department of Transportation, 3347 Michelson Drive, Suite 100, Irvine, CA 92612-1692, until 2 o'clock p.m. on November 30, 2006, at which time they will be publicly opened and read in Room C - 1116 at the same address.

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

STATE OF CALIFORNIA; DEPARTMENT OF TRANSPORTATION; PROPOSAL AND CONTRACT FOR CONSTRUCTION ON STATE HIGHWAY IN ORANGE COUNTY NEAR SAN JUAN HOT SPRINGS FROM SAN JUAN CANYON BRIDGE TO RIVERSIDE COUNTY LINE

General work description: Widen roadway and bridges and construct retaining walls.

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

No prebid meeting is scheduled for this project.

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

Bids are required for the entire work described herein.

At the time this contract is awarded, the Contractor shall possess either a Class A license or a combination of Class C licenses which constitutes a majority of the work.

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

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

Bidder inquiries may be made as follows:

The Department will consider bidder inquiries only when a completed "Bidder Inquiry" form is submitted. A copy of the "Bidder Inquiry" form is available at the Internet address shown below. The bidder inquiry shall include the bidder's name and telephone number.

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

http://www.dot.ca.gov/hq/esc/oe/project_status/bid_inq.html

The responses to bidders' inquiries, unless incorporated into formal addenda to the contract, are not a part of the contract, and are provided for the bidder's convenience only. In some instances, the question and answer may represent a summary of the matters discussed rather than a word-for-word recitation. The availability or use of information provided in the responses to bidders' inquiries is not to be construed in any way as a waiver of the provisions of Section 2-1.03 of the Standard Specifications or any other provision of the contract, the plans, Standard Specifications or Special Provisions, nor to excuse the Contractor from full compliance with those contract requirements. Bidders are cautioned that subsequent responses or contract addenda may affect or vary a response previously given.

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

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

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

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

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

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

DEPARTMENT OF TRANSPORTATION

Deputy Director Transportation Engineering

Dated October 2, 2006

EMW

Contract No. 12-043214

COPY OF ENGINEER'S ESTIMATE
(NOT TO BE USED FOR BIDDING PURPOSES)

12-043214

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
1	070012	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM
2	070018	TIME-RELATED OVERHEAD	WDAY	1060
3	071325	TEMPORARY FENCE (TYPE ESA)	M	1140
4	039682	TEMPORARY ARROYO TOAD FENCE	M	1540
5	074019	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	LUMP SUM
6	074020	WATER POLLUTION CONTROL	LS	LUMP SUM
7	074028	TEMPORARY FIBER ROLL	M	6550
8	074033	TEMPORARY CONSTRUCTION ENTRANCE	EA	4
9	074037	MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	12
10	074040	TEMPORARY HYDRAULIC MULCH (BONDED FIBER MATRIX)	M2	4210
11	074042	TEMPORARY CONCRETE WASHOUT (PORTABLE)	LS	LUMP SUM
12 (S)	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM
13 (S)	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM
14 (S)	120120	TYPE III BARRICADE	EA	2
15 (S)	120151	TEMPORARY TRAFFIC STRIPE (TAPE)	M	950
16 (S)	120152	TEMPORARY PAVEMENT MARKING (TAPE)	M2	12
17 (S)	120159	TEMPORARY TRAFFIC STRIPE (PAINT)	M	2460
18 (S)	120165	CHANNELIZER (SURFACE MOUNTED)	EA	110
19 (S)	128650	PORTABLE CHANGEABLE MESSAGE SIGN	LS	LUMP SUM
20	129000	TEMPORARY RAILING (TYPE K)	M	3870

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
21 (S)	129100	TEMPORARY CRASH CUSHION MODULE	EA	140
22	150206	ABANDON CULVERT	M	200
23	039683	REMOVE WOOD POST	EA	46
24	039684	REMOVE PIPE GATE	EA	1
25	039685	REMOVE MILEPOST MARKER	EA	7
26 (S)	150662	REMOVE METAL BEAM GUARD RAILING	M	2380
27	039686	REMOVE METAL BEAM GUARD RAILING WALL	M	12
28 (S)	150704	REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE	M	10 600
29 (S)	150722	REMOVE PAVEMENT MARKER	EA	1430
30	150742	REMOVE ROADSIDE SIGN	EA	56
31	150805	REMOVE CULVERT	M	370
32	150820	REMOVE INLET	EA	10
33	150821	REMOVE HEADWALL	EA	2
34	150860	REMOVE BASE AND SURFACING	M3	1200
35	151224	REMOVE DELINEATOR	EA	490
36	160101	CLEARING AND GRUBBING	LS	LUMP SUM
37	160130	REMOVE BUILDING	LS	LUMP SUM
38 (S)	040387	DEADMAN ANCHOR ASSEMBLY (EPOXY COATED)	M	491
39 (S)	040388	ROCK ANCHOR ASSEMBLY (EPOXY COATED)	M	9532
40	190101	ROADWAY EXCAVATION	M3	18 400

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
41	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM
42 (F)	192003	STRUCTURE EXCAVATION (BRIDGE)	M3	750
43 (F)	192037	STRUCTURE EXCAVATION (RETAINING WALL)	M3	759
44 (F)	040389	STRUCTURE EXCAVATION (ANCHORED WALL)	M3	7150
45 (F)	040390	STRUCTURE EXCAVATION (DEADMAN BEAM)	M3	242
46 (F)	193003	STRUCTURE BACKFILL (BRIDGE)	M3	248
47 (F)	040391	STRUCTURE BACKFILL (DEADMAN BEAM)	M3	113
48 (F)	193013	STRUCTURE BACKFILL (RETAINING WALL)	M3	442
49 (F)	040392	STRUCTURE BACKFILL (ANCHORED WALL)	M3	1621
50	193114	SAND BACKFILL	M3	50
51	198001	IMPORTED BORROW	M3	1130
52 (S)	200101	IMPORTED TOPSOIL	M3	900
53 (S)	039687	EROSION CONTROL (TYPE BFM)	M2	9890
54 (S)	203026	MOVE-IN/MOVE-OUT (EROSION CONTROL)	EA	12
55 (S)	039688	TRANSPLANT NATIVE PLANTS	EA	1410
56	390102	ASPHALT CONCRETE (TYPE A)	TONN	5120
57	390106	ASPHALT CONCRETE (OPEN GRADED)	TONN	3210
58	390108	ASPHALT CONCRETE BASE (TYPE A)	TONN	6940
59	390126	RUBBERIZED ASPHALT CONCRETE (TYPE G)	TONN	6060
60	391005	PAVING ASPHALT (BINDER-PAVEMENT REINFORCING FABRIC)	TONN	2

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
61	393001	PAVEMENT REINFORCING FABRIC	M2	1310
62	394044	PLACE ASPHALT CONCRETE DIKE (TYPE C)	M	190
63	394048	PLACE ASPHALT CONCRETE DIKE (TYPE E)	M	880
64	394049	PLACE ASPHALT CONCRETE DIKE (TYPE F)	M	1020
65	039689	MEDIAN RUMBLE STRIP (AC, GROUND-IN INDENTATIONS)	STA	53
66	397001	ASPHALTIC EMULSION (PAINT BINDER)	TONN	41
67 (S)	040393	MICROPILE (NPS 8 XX-STRONG STEEL PIPE)	M	4627
68 (S)	490655	400 MM CAST-IN-DRILLED-HOLE CONCRETE PILING	M	1312
69 (S)	490657	600 MM CAST-IN-DRILLED-HOLE CONCRETE PILING	M	363
70 (F)	510051	STRUCTURAL CONCRETE, BRIDGE FOOTING	M3	99
71 (F)	510053	STRUCTURAL CONCRETE, BRIDGE	M3	138
72 (F)	510060	STRUCTURAL CONCRETE, RETAINING WALL	M3	275
73 (F)	040394	STRUCTURAL CONCRETE (DEADMAN BEAM)	M3	74
74 (F)	510072	STRUCTURAL CONCRETE, BARRIER SLAB	M3	1249
75 (F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	M3	198
76	510510	MINOR CONCRETE (INVERT PAVING)	M3	36
77 (S-F)	040395	ARCHITECTURAL TEXTURE (SCULPTURED SHOTCRETE)	M2	1594
78 (S-F)	520102	BAR REINFORCING STEEL (BRIDGE)	KG	63 160
79 (S-F)	520103	BAR REINFORCING STEEL (RETAINING WALL)	KG	26 065
80 (S-F)	040396	BAR REINFORCING STEEL (ANCHORED WALL)	KG	102 340

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
81 (S-F)	520120	HEADED BAR REINFORCEMENT	EA	672
82 (S-F)	530100	SHOTCRETE	M3	1638
83	560235	FURNISH LAMINATED PANEL SIGN (25.4 MM-TYPE B)	M2	4
84	560238	FURNISH SINGLE SHEET ALUMINUM SIGN (1.6 MM-UNFRAMED)	M2	27
85	560239	FURNISH SINGLE SHEET ALUMINUM SIGN (2.0 MM-UNFRAMED)	M2	21
86	560242	FURNISH SINGLE SHEET ALUMINUM SIGN (2.0 MM-FRAMED)	M2	8
87	566011	ROADSIDE SIGN - ONE POST	EA	62
88	566012	ROADSIDE SIGN - TWO POST	EA	3
89 (S)	040397	PREPARE AND STAIN CONCRETE SURFACES	M2	8459
90	039690	375 MM PLASTIC PIPE (HIGH DENSITY POLYETHYLENE)	M	49
91	650069	450 MM REINFORCED CONCRETE PIPE	M	150
92	650075	600 MM REINFORCED CONCRETE PIPE	M	370
93	650079	900 MM REINFORCED CONCRETE PIPE	M	180
94	650084	1200 MM REINFORCED CONCRETE PIPE	M	92
95	664044	1200 MM CORRUGATED STEEL PIPE (2.77 MM THICK)	M	5
96	690273	300 MM BITUMINOUS COATED CORRUGATED STEEL PIPE DOWNDRAIN (2.01 MM THICK)	M	290
97	690281	600 MM BITUMINOUS COATED CORRUGATED STEEL PIPE DOWNDRAIN (2.77 MM THICK)	M	150
98	690288	900 MM BITUMINOUS COATED CORRUGATED STEEL PIPE DOWNDRAIN (2.77 MM THICK)	M	46
99	692094	300 MM BITUMINOUS COATED ENTRANCE TAPER	EA	38
100	692250	300 MM BITUMINOUS COATED DOWNDRAIN SLIP JOINT	EA	38

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
101	692383	300 MM ANCHOR ASSEMBLY	EA	48
102	692386	600 MM ANCHOR ASSEMBLY	EA	9
103	692409	CABLE ANCHORAGE SYSTEM	EA	3
104	705045	600 MM STEEL FLARED END SECTION	EA	9
105	705048	900 MM STEEL FLARED END SECTION	EA	3
106	721501	CONCRETE (CONCRETED-ROCK SLOPE PROTECTION)	M3	170
107	721619	CONCRETED-ROCK SLOPE PROTECTION (1/4T, METHOD B)	M3	420
108	729010	ROCK SLOPE PROTECTION FABRIC	M2	1130
109 (S-F)	750001	MISCELLANEOUS IRON AND STEEL	KG	5940
110	039691	WIRE MESH NETTING SYSTEM	M2	870
111	820107	DELINEATOR (CLASS 1)	EA	490
112	820110	MILEPOST MARKER	EA	7
113 (S)	832002	METAL BEAM GUARD RAILING (STEEL POST)	M	1650
114 (S)	839541	TRANSITION RAILING (TYPE WB)	EA	38
115 (S)	839581	END ANCHOR ASSEMBLY (TYPE SFT)	EA	4
116 (S)	839584	ALTERNATIVE IN-LINE TERMINAL SYSTEM	EA	31
117 (F)	839726	CONCRETE BARRIER (TYPE 736A)	M	118
118 (F)	839727	CONCRETE BARRIER (TYPE 736 MODIFIED)	M	619
119 (F)	040398	CONCRETE BARRIER (TYPE 736A MODIFIED)	M	64
120 (F)	040399	CONCRETE BARRIER (TYPE 742 MODIFIED)	M	778

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity
121 (S)	840561	100 MM THERMOPLASTIC TRAFFIC STRIPE	M	21 100
122 (S)	850122	PAVEMENT MARKER (RETROREFLECTIVE-RECESSED)	EA	1430
123	999990	MOBILIZATION	LS	LUMP SUM

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISIONS

Annexed to Contract No. 12-043214

SECTION 1. SPECIFICATIONS AND PLANS

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

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

AMENDMENTS TO JULY 1999 STANDARD SPECIFICATIONS

UPDATED JULY 21, 2006

Amendments to the Standard Specifications set forth in these special provisions shall be considered as part of the Standard Specifications for the purposes set forth in Section 5-1.04, "Coordination and Interpretation of Plans, Standard Specifications and Special Provisions," of the Standard Specifications. Whenever either the term "Standard Specifications is amended" or the term "Standard Specifications are amended" is used in the special provisions, the text or table following the term shall be considered an amendment to the Standard Specifications. In case of conflict between such amendments and the Standard Specifications, the amendments shall take precedence over and be used in lieu of the conflicting portions.

SECTION 1: DEFINITIONS AND TERMS

Issue Date: June 30, 2006

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

1-1.25 LABORATORY

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

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

1-1.275 OFFICES OF STRUCTURE DESIGN

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

Section 1-1.265, "Manual of Traffic Controls," of the Standard Specifications is amended to read:

Contract No. 12-043214

1-1.265 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

- The Manual on Uniform Traffic Control Devices for Streets and Highways, 2003 Edition (MUTCD) is administered by the Federal Highway Administration.

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

1-1.266 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CALIFORNIA SUPPLEMENT

- The MUTCD 2003 California Supplement (MUTCD California Supplement) is issued by the Department of Transportation to provide amendments to the MUTCD. The MUTCD and MUTCD California Supplement supersede the Department's Manual of Traffic Controls.

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

1-1.39 STATE

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

SECTION 2: PROPOSAL REQUIREMENTS AND CONDITIONS

Issue Date: June 19, 2003

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

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

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

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

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

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

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

- When a log of test borings or other record of geotechnical data obtained by the Department's investigation of surface and subsurface conditions is included with the contract plans, it is furnished for the bidders' or Contractor's information and its use shall be subject to the conditions and limitations set forth in this Section 2-1.03.

- In some instances, information considered by the Department to be of possible interest to bidders or contractors has been compiled as "Materials Information." The use of the "Materials Information" shall be subject to the conditions and limitations set forth in this Section 2-1.03 and Section 6-2, "Local Materials."

- When cross sections are not included with the plans, but are available, bidders or contractors may inspect the cross sections and obtain copies for their use, at their expense.

- When cross sections are included with the contract plans, it is expressly understood and agreed that the cross sections do not constitute part of the contract, do not necessarily represent actual site conditions or show location, character,

dimensions and details of work to be performed, and are included in the plans only for the convenience of bidders and their use is subject to the conditions and limitations set forth in this Section 2-1.03.

- When contour maps were used in the design of the project, the bidders may inspect those maps, and if available, they may obtain copies for their use.

- The availability or use of information described in this Section 2-1.03 is not to be construed in any way as a waiver of the provisions of the first paragraph in this Section 2-1.03 and bidders and contractors are cautioned to make independent investigations and examinations as they deem necessary to be satisfied as to conditions to be encountered in the performance of the work and, with respect to possible local material sources, the quality and quantity of material available from the property and the type and extent of processing that may be required in order to produce material conforming to the requirements of the specifications.

- The Department assumes no responsibility for conclusions or interpretations made by a bidder or contractor based on the information or data made available by the Department. The Department does not assume responsibility for representation made by its officers or agents before the execution of the contract concerning surface or subsurface conditions, unless that representation is expressly stated in the contract.

- No conclusions or interpretations made by a bidder or contractor from the information and data made available by the Department will relieve a bidder or contractor from properly fulfilling the terms of the contract.

SECTION 3: AWARD AND EXECUTION OF CONTRACT

Issue Date: July 21, 2006

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

3-1.025 INSURANCE POLICIES

- The successful bidder shall submit:

- A. Copy of its commercial general liability policy and its excess policy, including the declarations page, all amendments, riders, endorsements, and other modifications in effect at the time of contract execution. Standard ISO form No. CG 0001 or similar exclusions are allowed if not inconsistent with Section 7-1.12, "Indemnification and Insurance." Allowance of any additional exclusions is at the discretion of the Department.

- B. Certificate of Insurance showing all other required coverages. Certificates of Insurance, as evidence of required insurance for the auto liability and any other required policy shall set forth deductible amounts applicable to each policy and all exclusions that are added by endorsement to each policy. The evidence of insurance shall provide that no cancellation, lapse, or reduction of coverage will occur without 10 days prior written notice to the Department.

- If the successful bidder uses any form of self-insurance, it shall submit:

- A. A notice of election to self-insure.

- B. The coverages for which self-insurance applies.

- C. The amount of self-insurance.

- D. Declaration under the penalty of perjury by a certified public accountant certifying the accountant has applied Generally Accepted Accounting Principles (GAAP) guidelines and the successful bidder has sufficient funds or other resources to cover the self-insurance amounts.

- E. Copy of its commercial general liability policy and its excess policy, including the declarations page, all amendments, riders, endorsements and other modifications in effect at the time of contract execution, for those amounts not covered by self-insurance.

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

3-1.03 EXECUTION OF CONTRACT

- The contract shall be signed by the successful bidder and returned, together with the contract bonds and the documents identified in Section 3-1.025, "Insurance Policies," within 10 days, not including Saturdays, Sundays and legal holidays, of receiving the contract for execution.

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

3-1.04 FAILURE TO EXECUTE CONTRACT

- Failure of the lowest responsible bidder, the second lowest responsible bidder, or the third lowest responsible bidder to execute the contract as required in Section 3-1.03, " Execution of Contract," within 10 days, not including Saturdays, Sundays, and legal holidays, of receiving the contract for execution shall be just cause for the forfeiture of the proposal guaranty. The successful bidder may file with the Department a written notice, signed by the bidder or the bidder's authorized representative, specifying that the bidder will refuse to execute the contract if it is presented. The filing of this notice shall have the same force and effect as the failure of the bidder to execute the contract and furnish acceptable bonds within the time specified.

SECTION 5: CONTROL OF WORK

Issue Date: December 31, 2001

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

5-1.02A Excavation Safety Plans

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

SECTION 7: LEGAL RELATIONS AND RESPONSIBILITY

Issue Date: July 21, 2006

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

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

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

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

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

- When vertical clearance is temporarily reduced to 4.72 m or less, low clearance warning signs shall be placed in accordance with Part 2 of the MUTCD and the MUTCD California Supplement, and as directed by the Engineer. Signs shall conform to the dimensions, color, and legend requirements of the MUTCD, the MUTCD California Supplement, and these

specifications except that the signs shall have black letters and numbers on an orange retroreflective background. W12-2P signs shall be illuminated so that the signs are clearly visible.

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

7-1.101A(6) (Blank)

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

7-1.12 INDEMNIFICATION AND INSURANCE

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

7-1.12A Indemnification

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

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

- Except as otherwise provided by law, these requirements apply regardless of the existence or degree of fault of the State. The Contractor is not obligated to indemnify the State for Claims arising from conduct delineated in Civil Code Section 2782 and to Claims arising from any defective or substandard condition of the highway that existed at or before the start of work, unless this condition has been changed by the work or the scope of the work requires the Contractor to maintain existing highway facilities and the Claim arises from the Contractor's failure to maintain. The Contractor's defense and indemnity obligation shall extend to Claims arising after the work is completed and accepted if the Claims are directly related to alleged acts or omissions by the Contractor that occurred during the course of the work. No inspection by the State is a waiver of full compliance with these requirements.

- The Contractor's obligation to defend and indemnify shall not be excused because of the Contractor's inability to evaluate liability or because the Contractor evaluates liability and determine that the Contractor is not liable. The Contractor shall respond within 30 days to the tender of any Claim for defense and indemnity by the State, unless this time has been extended by the State. If the Contractor fails to accept or reject a tender of defense and indemnity within 30 days, in addition to any other remedy authorized by law, the Department may withhold such funds the State reasonably considers necessary for its defense and indemnity until disposition has been made of the Claim or until the Contractor accepts or rejects the tender of defense, whichever occurs first.

- With respect to third-party claims against the Contractor, the Contractor waives all rights of any type to express or implied indemnity against the State, its officers, employees, or agents (excluding agents who are design professionals).

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

7-1.12B Insurance

7-1.12B(1) General

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

7-1.12B(2) Casualty Insurance

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

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

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

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

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

- Contract execution constitutes certification submittal.
- The Contractor shall provide Employer's Liability Insurance in amounts not less than:
 - A. \$1 000 000 for each accident for bodily injury by accident.
 - B. \$1 000 000 policy limit for bodily injury by disease.
 - C. \$1 000 000 for each employee for bodily injury by disease.

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

7-1.12B(4) Liability Insurance

7-1.12B(4)(a) General

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

- A. Premises, operations, and mobile equipment.
- B. Products and completed operations.
- C. Broad form property damage (including completed operations).
- D. Explosion, collapse, and underground hazards.
- E. Personal injury.
- F. Contractual liability.

- The Contractor shall ensure that all of its subcontractors carry sufficient insurance coverage that the Contractor deems adequate based on the size, duration, and hazards of the subcontracted work.

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

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

Total Bid	For Each Occurrence ¹	Aggregate for Products/Completed Operation	General Aggregate ²	Umbrella or Excess Liability ³
≤\$25 000 000	\$1 000 000	\$2 000 000	\$2 000 000	\$5 000 000
>\$25 000 000	\$1 000 000	\$2 000 000	\$2 000 000	\$15 000 000
1. Combined single limit for bodily injury and property damage. 2. This limit shall apply separately to the Contractor's work under this contract. 3. The umbrella or excess policy shall contain a clause stating that it takes effect (drops down) in the event the primary limits are impaired or exhausted.				

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

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

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

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

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

7-1.12B(5) Automobile Liability Insurance

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

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

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

7-1.12B(7) Deductibles

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

7-1.12B(8) Enforcement

- The Department may assure the Contractor's compliance with its insurance obligations. Ten days before an insurance policy lapses or is canceled during the contract period, the Contractor shall submit to the Department evidence of renewal or replacement of the policy.

- If the Contractor fails to maintain any required insurance coverage, the Department may maintain this coverage and withhold or charge the expense to the Contractor or terminate the Contractor's control of the work in accordance with Section 8-1.08, "Termination of Control."

- The Contractor is not relieved of its duties and responsibilities to indemnify, defend, and hold harmless the State, its officers, agents, and employees by the Department's acceptance of insurance policies and certificates.

- Minimum insurance coverage amounts do not relieve the Contractor for liability in excess of such coverage, nor do they preclude the State from taking other actions available to it, including the withholding of funds under this contract.

7-1.12B(9) Self-Insurance

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

SECTION 9: MEASUREMENT AND PAYMENT

Issue Date: June 30, 2006

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

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

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

9-1.04 NOTICE OF POTENTIAL CLAIM

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

- Disputes will not be considered unless the Contractor has first complied with specified notice or protest requirements, including Section 4-1.03, "Changes," Section 5-1.116, "Differing Site Conditions," Section 8-1.06, "Time of Completion," Section 8-1.07, "Liquidated Damages," and Section 8-1.10, "Utility and Non-Highway Facilities."

- For disputes arising under and by virtue of the contract, including an act or failure to act by the Engineer, the Contractor shall provide a signed written initial notice of potential claim to the Engineer within 5 days from the date the dispute first arose. The initial notice of potential claim shall provide the nature and circumstances involved in the dispute which shall remain consistent through the dispute. The initial notice of potential claim shall be submitted on Form CEM-6201A furnished by the Department and shall be certified with reference to the California False Claims Act, Government Code Sections 12650-12655. The Contractor shall assign an exclusive identification number for each dispute, determined by chronological sequencing, based on the date of the dispute.

- The exclusive identification number for each dispute shall be used on the following corresponding documents:

- A. Initial notice of potential claim.
- B. Supplemental notice of potential claim.
- C. Full and final documentation of potential claim.
- D. Corresponding claim included in the Contractor's written statement of claims.

- The Contractor shall provide the Engineer the opportunity to examine the site of work within 5 days from the date of the initial notice of potential claim. The Contractor shall proceed with the performance of contract work unless otherwise specified or directed by the Engineer.

- Throughout the disputed work, the Contractor shall maintain records that provide a clear distinction between the incurred direct costs of disputed work and that of undisputed work. The Contractor shall allow the Engineer access to the Contractor's project records deemed necessary by the Engineer to evaluate the potential claim within 20 days of the date of the Engineer's written request.

- Within 15 days of submitting the initial notice of potential claim, the Contractor shall provide a signed supplemental notice of potential claim to the Engineer that provides the following information:

- A. The complete nature and circumstances of the dispute which caused the potential claim.

- B. The contract provisions that provide the basis of claim.
- C. The estimated cost of the potential claim, including an itemized breakdown of individual costs and how the estimate was determined.
- D. A time impact analysis of the project schedule that illustrates the effect on the scheduled completion date due to schedule changes or disruptions where a request for adjustment of contract time is made.

- The information provided in items A and B above shall provide the Contractor's complete reasoning for additional compensation or adjustments.

- The supplemental notice of potential claim shall be submitted on Form CEM-6201B furnished by the Department and shall be certified with reference to the California False Claims Act, Government Code Sections 12650-12655. The Engineer will evaluate the information presented in the supplemental notice of potential claim and provide a written response to the Contractor within 20 days of its receipt. If the estimated cost or effect on the scheduled completion date changes, the Contractor shall update information in items C and D above as soon as the change is recognized and submit this information to the Engineer.

- Within 30 days of the completion of work related to the potential claim, the Contractor shall provide the full and final documentation of potential claim to the Engineer that provides the following information:

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

- 1. Labor – A listing of individuals, classifications, regular hours and overtime hours worked, dates worked, and other pertinent information related to the requested reimbursement of labor costs.
- 2. Materials – Invoices, purchase orders, location of materials either stored or incorporated into the work, dates materials were transported to the project or incorporated into the work, and other pertinent information related to the requested reimbursement of material costs.
- 3. Equipment – Listing of detailed description (make, model, and serial number), hours of use, dates of use and equipment rates. Equipment rates shall be at the applicable State rental rate as listed in the Department of Transportation publication entitled "Labor Surcharge and Equipment Rental Rates," in effect when the affected work related to the dispute was performed.
- 4. Other categories as specified by the Contractor or the Engineer.

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

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

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

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

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

- The Engineer will evaluate the information presented in the full and final documentation of potential claim and provide a written response to the Contractor within 30 days of its receipt unless otherwise specified. The Engineer's receipt

of the full and final documentation of potential claim shall be evidenced by postal receipt or the Engineer's written receipt if delivered by hand. If the full and final documentation of potential claim is submitted by the Contractor after acceptance of the work by the Director, the Engineer need not provide a written response.

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

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

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

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

9-1.07B Final Payment and Claims

- After acceptance by the Director, the Engineer will make a proposed final estimate in writing of the total amount payable to the Contractor, including an itemization of the total amount, segregated by contract item quantities, extra work and other bases for payment, and shall also show each deduction made or to be made for prior payments and amounts to be kept or retained under the provisions of the contract. Prior estimates and payments shall be subject to correction in the proposed final estimate. The Contractor shall submit written approval of the proposed final estimate or a written statement of claims arising under or by virtue of the contract so that the Engineer receives the written approval or statement of claims no later than close of business of the thirtieth day after receiving the proposed final estimate. If the thirtieth day falls on a Saturday, Sunday or legal holiday, then receipt of the written approval or statement of claims by the Engineer shall not be later than close of business of the next business day. The Contractor's receipt of the proposed final estimate shall be evidenced by postal receipt. The Engineer's receipt of the Contractor's written approval or statement of claims shall be evidenced by postal receipt or the Engineer's written receipt if delivered by hand.

- On the Contractor's approval, or if the Contractor files no claim within the specified period of 30 days, the Engineer will issue a final estimate in writing in conformance with the proposed final estimate submitted to the Contractor, and within 30 days thereafter the State will pay the entire sum so found to be due. That final estimate and payment thereon shall be conclusive and binding against both parties to the contract on all questions relating to the amount of work done and the compensation payable therefor, except as otherwise provided in Sections 9-1.03C, "Records," and 9-1.09, "Clerical Errors."

- If the Contractor within the specified period of 30 days files claims, the Engineer will issue a semifinal estimate in conformance with the proposed final estimate submitted to the Contractor and within 30 days thereafter the State will pay the sum found to be due. The semifinal estimate and corresponding payment shall be conclusive and binding against both parties to the contract on each question relating to the amount of work done and the compensation payable therefor, except insofar as affected by the claims filed within the time and in the manner required hereunder and except as otherwise provided in Sections 9-1.03C, "Records," and 9-1.09, "Clerical Errors."

- Except for claims for overhead costs and administrative disputes that occur after issuance of the proposed final estimate, the Contractor shall only provide the following two items of information for each claim:

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

- If the final amount of requested additional compensation is different than the amount of requested compensation included in the full and final documentation of potential claim, the Contractor shall provide in the written statement of claims the reasons for the changed amount, the specific provisions of the contract which support the changed amount, and a statement of the reasons the provisions support and provide a basis for the changed amount. If the Contractor's claim fails to provide an exclusive identification number or if there is a disparity in the provided exclusive identification number, the Engineer will notify the Contractor of the omission or disparity. The Contractor shall have 15 days after receiving notification from the Engineer to correct the omission or disparity. If after the 15 days has elapsed, there is still an omission

or disparity of the exclusive identification number assigned to the claim, the Engineer will assign the number. No claim will be considered that has any of the following deficiencies:

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

- Administrative disputes that occur after issuance of the proposed final estimate shall be included in the Contractor's written statement of claims in sufficient detail to enable the Engineer to ascertain the basis and amounts of those claims.

- The Contractor shall keep full and complete records of the costs and additional time incurred for work for which a claim for additional compensation is made. The Engineer or designated claim investigators or auditors shall have access to those records and any other records as may be required by the Engineer to determine the facts or contentions involved in the claims. Failure to permit access to those records shall be sufficient cause for denying the claims.

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

Under the penalty of law for perjury or falsification and with specific reference to the California False Claims Act, Government Code Section 12650 et. seq., the undersigned,

(name) _____ of

(title) _____

(company)

hereby certifies that the claim for the additional compensation and time, if any, made herein for the work on this contract is a true statement of the actual costs incurred and time sought, and is fully documented and supported under the contract between parties.

Dated _____

/s/ _____

Subscribed and sworn before me this _____ day

of _____

(Notary Public)
 My Commission
 Expires _____

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

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

- Costs or expenses incurred by the State in reviewing or auditing claims that are not supported by the Contractor's cost accounting or other records shall be deemed to be damages incurred by the State within the meaning of the California False Claims Act.

- If the Engineer determines that a claim requires additional analysis, the Engineer will schedule a board of review meeting. The Contractor shall meet with the review board or person and make a presentation in support of the claim. Attendance by the Contractor at the board of review meeting shall be mandatory.

- The District Director of the District that administered the contract will make the final determination of any claims which remain in dispute after completion of claim review by the Engineer or board of review meeting.

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

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

SECTION 12: CONSTRUCTION AREA TRAFFIC CONTROL DEVICES

Issue Date: June 30, 2006

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 15: EXISTING HIGHWAY FACILITIES

Issue Date: November 2, 2004

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

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

SECTION 19: EARTHWORK

Issue Date: December 31, 2001

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

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

SECTION 20: EROSION CONTROL AND HIGHWAY PLANTING

Issue Date: November 18, 2005

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

20-2.25 BACKFLOW PREVENTERS

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

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

20-5.03J Check and Test Backflow Preventers

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

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

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

SECTION 29: TREATED PERMEABLE BASES

Issue Date: November 18, 2005

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

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

SECTION 39: ASPHALT CONCRETE

Issue Date: November 18, 2005

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

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

SECTION 40: PORTLAND CEMENT CONCRETE PAVEMENT

Issue Date: June 30, 2006

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

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

SECTION 42: GROOVE AND GRIND PAVEMENT

Issue Date: December 31, 2001

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

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

SECTION 49: PILING

Issue Date: June 30, 2006

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Timber piles shall be fresh-headed and square and when permitted by the Engineer, the heads of the piles may be protected by means of heavy steel or wrought iron rings. During driving operations timber piling shall be restrained from lateral movement at intervals not to exceed 6 m over the length between the driving head and the ground surface. During

driving operations, the timber pile shall be kept moving by continuous operation of the hammer. When the blow count exceeds either 2 times the blow count required in 300 mm, or 3 times the blow count required in 75 mm for the nominal resistance as shown on the plans, computed in conformance with the provisions in Section 49-1.08, "Pile Driving Acceptance Criteria," additional aids shall be used to obtain the specified penetration. These aids may include the use of water jets or drilling, where permitted, or the use of a larger hammer employing a heavy ram striking with a low velocity.

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

49-1.08 PILE DRIVING ACCEPTANCE CRITERIA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

• Steel pipe piles shall conform to the following requirements:

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 50: PRESTRESSING CONCRETE

Issue Date: June 30, 2006

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

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

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

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

- Prestressing steel shall be high-tensile wire conforming to the requirements in ASTM Designation: A 421, including Supplement I; high-tensile seven-wire strand conforming to the requirements in ASTM Designation: A 416; or uncoated high-strength steel bars conforming to the requirements in ASTM Designation: A 722, including all supplementary requirements. The maximum mass requirement of ASTM Designation: A 722 will not apply.

- In addition to the requirements of ASTM Designation: A 722, for deformed bars, the reduction of area shall be determined from a bar from which the deformations have been removed. The bar shall be machined no more than necessary to remove the deformations over a length of 300 mm, and reduction will be based on the area of the machined portion.

- In addition to the requirements specified herein, epoxy-coated seven-wire prestressing steel strand shall be grit impregnated and filled in conformance with the requirements in ASTM Designation: A 882/A 882M, including Supplement I, and the following:

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

- All bars in any individual member shall be of the same grade, unless otherwise permitted by the Engineer.
- When bars are to be extended by the use of couplers, the assembled units shall have a tensile strength of not less than the manufacturer's minimum guaranteed ultimate tensile strength of the bars. Failure of any one sample to meet this requirement will be cause for rejection of the heat of bars and lot of couplers. The location of couplers in the member shall be subject to approval by the Engineer.

- Wires shall be straightened if necessary to produce equal stress in all wires or wire groups or parallel lay cables that are to be stressed simultaneously or when necessary to ensure proper positioning in the ducts.

- Where wires are to be button-headed, the buttons shall be cold formed symmetrically about the axes of the wires. The buttons shall develop the minimum guaranteed ultimate tensile strength of the wire. No cold forming process shall be used that causes indentations in the wire. Buttonheads shall not contain wide open splits, more than 2 splits per head, or splits not parallel with the axis of the wire.

- Prestressing steel shall be protected against physical damage and rust or other results of corrosion at all times from manufacture to grouting or encasing in concrete. Prestressing steel that has sustained physical damage at any time shall be rejected. The development of visible rust or other results of corrosion shall be cause for rejection, when ordered by the Engineer.

- Epoxy-coated prestressing steel strand shall be covered with an opaque polyethylene sheeting or other suitable protective material to protect the strand from exposure to sunlight, salt spray, and weather. For stacked coils, the protective covering shall be draped around the perimeter of the stack. The covering shall be adequately secured; however, it should allow for air circulation around the strand to prevent condensation under the covering. Epoxy-coated strand shall not be stored within 300 m of ocean or tidal water for more than 2 months.

- Prestressing steel shall be packaged in containers or shipping forms for the protection of the steel against physical damage and corrosion during shipping and storage. Except for epoxy-coated strand, a corrosion inhibitor which prevents rust or other results of corrosion, shall be placed in the package or form, or shall be incorporated in a corrosion inhibitor carrier type packaging material, or when permitted by the Engineer, may be applied directly to the steel. The corrosion inhibitor shall have no deleterious effect on the steel or concrete or bond strength of steel to concrete. Packaging or forms damaged from any cause shall be immediately replaced or restored to original condition.

- The shipping package or form shall be clearly marked with a statement that the package contains high-strength prestressing steel, and the type of corrosion inhibitor used, including the date packaged.

- Prestressing steel for post-tensioning which is installed in members prior to placing and curing of the concrete, and which is not epoxy-coated, shall be continuously protected against rust or other results of corrosion, until grouted, by means of a corrosion inhibitor placed in the ducts or applied to the steel in the duct. The corrosion inhibitor shall conform to the provisions specified herein.

- When steam curing is used, prestressing steel for post-tensioning shall not be installed until the steam curing is completed.

- Water used for flushing ducts shall contain either quick lime (calcium oxide) or slaked lime (calcium hydroxide) in the amount of 0.01-kg/L. Compressed air used to blow out ducts shall be oil free.

- When prestressing steel for post-tensioning is installed in the ducts after completion of concrete curing, and if stressing and grouting are completed within 10 days after the installation of the prestressing steel, rust which may form during those 10 days will not be cause for rejection of the steel. Prestressing steel installed, tensioned, and grouted in this manner, all within 10 days, will not require the use of a corrosion inhibitor in the duct following installation of the prestressing steel. Prestressing steel installed as above but not grouted within 10 days shall be subject to all the requirements in this section pertaining to corrosion protection and rejection because of rust. The requirements in this section pertaining to tensioning and grouting within 10 days shall not apply to epoxy-coated prestressing steel strand.

- Any time prestressing steel for pretensioning is placed in the stressing bed and is exposed to the elements for more than 36 hours prior to encasement in concrete, adequate measures shall be taken by the Contractor, as approved by the Engineer, to protect the steel from contamination or corrosion.

- After final fabrication of the seven-wire prestressing steel strand, no electric welding of any form shall be performed on the prestressing steel. Whenever electric welding is performed on or near members containing prestressing steel, the welding ground shall be attached directly to the steel being welded.

- Pretensioned prestressing steel shall be cut off flush with the end of the member. For epoxy-coated prestressing steel, only abrasive saws shall be used to cut the steel. The exposed ends of the prestressing steel and a 25-mm strip of adjoining concrete shall be cleaned and painted. Cleaning shall be by wire brushing or abrasive blast cleaning to remove all dirt and residue on the metal or concrete surfaces. Immediately after cleaning, the surfaces shall be covered with one application of unthinned zinc-rich primer (organic vehicle type) conforming to the provisions in Section 91, "Paint," except that 2 applications shall be applied to surfaces which will not be covered by concrete or mortar. Aerosol cans shall not be used. The paint shall be thoroughly mixed at the time of application and shall be worked into any voids in the prestressing tendons.

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

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

$$T_o = T_x e^{(\mu\alpha + KL)}$$

Where:

T_o = steel stress at jacking end

T_x = steel stress at any point x

e = base of Napierian logarithms

μ = friction curvature coefficient

α = total angular change of prestressing steel profile in radians from jacking end to point x

K = friction wobble coefficient (=0.00066/m)

L = length of prestressing steel from jacking end to point x

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

* With the use of lubrication

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

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

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

- The following samples of materials and tendons, selected by the Engineer from the prestressing steel at the plant or jobsite, shall be furnished by the Contractor to the Engineer well in advance of anticipated use:
 - A. For wire or bars, one 2-m long sample and for strand, one 1.5-m long sample, of each size shall be furnished for each heat or reel.
 - B. For epoxy-coated strand, one 1.5-m long sample of uncoated strand of each size shall be furnished for each reel.
 - C. If the prestressing tendon is a bar, one 2-m long sample shall be furnished and in addition, if couplers are to be used with the bar, two 1.25-m long samples of bar, equipped with one coupler and fabricated to fit the coupler, shall be furnished.

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

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

SECTION 51: CONCRETE STRUCTURES

Issue Date: January 28, 2005

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

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

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

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

calculations shall be furnished. Additional working drawings and design calculations shall be submitted to the Engineer when specified in "Railroad Relations and Insurance" of the special provisions.

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

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

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

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

- If structural composite lumber is proposed for use, the falsework drawings shall clearly identify the structural composite lumber members by grade (E value), species, and type. The Contractor shall provide technical data from the manufacturer showing the tabulated working stress values of the composite lumber. The Contractor shall furnish a certificate of compliance as specified in Section 6-1.07, "Certificates of Compliance," for each delivery of structural composite lumber to the project site.

- For falsework piles with a calculated loading capacity greater than 900 kN, the falsework piles shall be designed by an engineer who is registered as either a Civil Engineer or a Geotechnical Engineer in the State of California, and the calculations shall be submitted to the Engineer.

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

- The design load for falsework shall consist of the sum of dead and live vertical loads, and an assumed horizontal load. The minimum total design load for any falsework, including members that support walkways, shall be not less than 4800 N/m² for the combined live and dead load regardless of slab thickness.

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

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

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

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

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

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

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

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

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

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

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

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

Surfaces of expanded polystyrene against which concrete is placed shall be faced with hardboard.

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

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

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

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

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

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

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

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

Movement Rating (MR)	Seal Type
MR ≤ 15 mm	Type A or Type B
15 mm < MR ≤ 30 mm	Type A (silicone only) or Type B
30 mm < MR ≤ 50 mm	Type B
50 mm < MR ≤ 100 mm	Joint Seal Assembly (Strip Seal)
MR > 100 mm	Joint Seal Assembly (Modular Unit) or Seismic Joint

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

- The preformed elastomeric joint seal shall conform to the requirements in ASTM Designation: D 2628 and the following:
 - A. The seal shall consist of a multi-channel, nonporous, homogeneous material furnished in a finished extruded form.
 - B. The minimum depth of the seal, measured at the contact surface, shall be at least 95 percent of the minimum uncompressed width of the seal as designated by the manufacturer.
 - C. When tested in conformance with the requirements in California Test 673 for Type B seals, joint seals shall provide a Movement Rating (MR) of not less than that shown on the plans.
 - D. The top and bottom edges of the joint seal shall maintain continuous contact with the sides of the groove over the entire range of joint movement.
 - E. The seal shall be furnished full length for each joint with no more than one shop splice in any 18-m length of seal.

- F. The Contractor shall demonstrate the adequacy of the procedures to be used in the work before installing seals in the joints.
- G. Shop splices and field splices shall have no visible offset of exterior surfaces, and shall show no evidence of bond failure.
- H. At all open ends of the seal that would admit water or debris, each cell shall be filled to a depth of 80 mm with commercial quality open cell polyurethane foam, or closed by other means subject to approval by the Engineer.

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

(c) Joint Seal Assemblies and Seismic Joints

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

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

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

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

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

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

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

- Steel reinforced elastomeric bearings shall conform to the requirements for steel-laminated elastomeric bearings in ASTM Designation: D 4014 and the following:
 - A. The bearings shall consist of alternating steel laminates and internal elastomer laminates with top and bottom elastomer covers. Steel laminates shall have a nominal thickness of 1.9 mm (14 gage). Internal elastomer laminates shall have a thickness of 12 mm, and top and bottom elastomer covers shall each have a thickness of 6 mm. The combined thickness of internal elastomer laminates and top and bottom elastomer covers shall be equal to the bearing pad thickness shown on the plans. The elastomer cover to the steel laminates at the sides of the bearing shall be 3 mm. If guide pins or other devices are used to control the side cover over the steel laminates, any exposed portions of the steel laminates shall be sealed by vulcanized patching. The length, width, or diameter of the bearings shall be as shown on the plans.
 - B. The total thickness of the bearings shall be equal to the thickness of elastomer laminates and covers plus the thickness of the steel laminates.

- C. Elastomer for steel reinforced elastomeric bearings shall conform to the provisions for elastomer in Section 51-1.12H(1), "Plain and Fabric Reinforced Elastomeric Bearing Pads."
- D. A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," shall be furnished to the Engineer certifying that the bearings to be furnished conform to all of the above provisions. The Certificate of Compliance shall be supported by a certified copy of the results of tests performed by the manufacturer on the bearings.
- E. One sample bearing shall be furnished to the Engineer from each lot of bearings to be furnished for the contract. Samples shall be available at least 3 weeks in advance of intended use. The sample bearing shall be one of the following:

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

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

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

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

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

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

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

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

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

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

SECTION 52: REINFORCEMENT

Issue Date: June 30, 2006

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

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

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

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

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

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

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

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

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

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

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

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

52-1.08 SPLICING

- Splices of reinforcing bars shall consist of lap splices, service splices, or ultimate butt splices.
- Splicing of reinforcing bars will not be permitted at a location designated on the plans as a "No-Splice Zone." At the option of the Contractor, reinforcing bars may be continuous at locations where splices are shown on the plans. The location of splices, except where shown on the plans, shall be determined by the Contractor using available commercial lengths where practicable.
 - Unless otherwise shown on the plans, splices in adjacent reinforcing bars at any particular section shall be staggered. The minimum distance between staggered lap splices or mechanical lap splices shall be the same as the length required for a lap splice in the largest bar. The minimum distance between staggered butt splices shall be 600 mm, measured between the midpoints of the splices along a line which is centered between the axes of the adjacent bars.

52-1.08A Lap Splicing Requirements

- Splices made by lapping shall consist of placing reinforcing bars in contact and wiring them together, maintaining the alignment of the bars and the minimum clearances. Should the Contractor elect to use a butt welded or mechanical splice at a location not designated on the plans as requiring a service or ultimate butt splice, this splice shall conform to the testing requirements for service splice.
 - Reinforcing bars shall not be spliced by lapping at locations where the concrete section is not sufficient to provide a minimum clear distance of 50 mm between the splice and the nearest adjacent bar. The clearance to the surface of the concrete specified in Section 52-1.07, "Placing," shall not be reduced.
 - Reinforcing bars Nos. 43 and 57 shall not be spliced by lapping.
 - Where ASTM Designations: A 615/A 615M, Grade 420 or A 706/A 706M reinforcing bars are required, the length of lap splices shall be as follows: Reinforcing bars No. 25 or smaller shall be lapped at least 45 diameters of the smaller bar joined; and reinforcing bars Nos. 29, 32, and 36 shall be lapped at least 60 diameters of the smaller bar joined, except when otherwise shown on the plans.
 - Where ASTM Designation: A 615/A 615M, Grade 280 reinforcing bars are permitted, the length of lap splices shall be as follows: Reinforcing bars No. 25 or smaller shall be lapped at least 30 diameters of the smaller bar joined; and reinforcing bars Nos. 29, 32, and 36 shall be lapped at least 45 diameters of the smaller bar joined, except when otherwise shown on the plans.
 - Splices in bundled bars shall conform to the following:
 - A. In bundles of 2 bars, the length of the lap splice shall be the same as the length of a single bar lap splice.
 - B. In bundles of 3 bars, the length of the lap splice shall be 1.2 times the length of a single bar lap splice.
- Welded wire fabric shall be lapped such that the overlap between the outermost cross wires is not less than the larger of:
 - A. 150 mm,
 - B. The spacing of the cross wires plus 50 mm, or
 - C. The numerical value of the longitudinal wire size (MW-Size Number) times 370 divided by the spacing of the longitudinal wires in millimeters.

52-1.08B Service Splicing and Ultimate Butt Splicing Requirements

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

52-1.08B(1) Mechanical Splices

- Mechanical splices to be used in the work shall be on the Department's current prequalified list before use. The prequalified list can be obtained from the Department's internet site listed in the special provisions or by contacting the Transportation Laboratory directly.
- When tested in conformance with the requirements in California Test 670, the total slip shall not exceed the values listed in the following table:

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

- Slip requirements shall not apply to mechanical lap splices, splices that are welded, or splices that are used on hoops.
- Splicing procedures shall be in conformance with the manufacturer's recommendations, except as modified in this section. Splices shall be made using the manufacturer's standard equipment, jigs, clamps, and other required accessories.
- Splice devices shall have a clear coverage of not less than 40 mm measured from the surface of the concrete to the outside of the splice device. Stirrups, ties, and other reinforcement shall be adjusted or relocated, and additional reinforcement shall be placed, if necessary, to provide the specified clear coverage to reinforcement.
- The Contractor shall furnish the following information for each shipment of splice material in conformance with the provisions in Section 6-1.07, "Certificates of Compliance:"
 - A. The type or series identification of the splice material including tracking information for traceability.
 - B. The bar grade and size number to be spliced.
 - C. A copy of the manufacturer's product literature giving complete data on the splice material and installation procedures.
 - D. A statement that the splicing systems and materials used in conformance with the manufacturer's installation procedures will develop the required tensile strengths, based on the nominal bar area, and will conform to the total slip requirements and the other requirements in these specifications.
 - E. A statement that the splice material conforms to the type of mechanical splice in the Department's current prequalified list.

52-1.08B(2) Butt Welded Splices

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

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

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

52-1.08B(3) Resistance Butt Welds

- Shop produced resistance butt welds shall be produced by a fabricator who is approved by the Transportation Laboratory. The list of approved fabricators can be obtained from the Department’s internet site or by contacting the Transportation Laboratory directly.
- Before manufacturing hoops using resistance butt welding, the Contractor shall submit to the Engineer the manufacturer’s Quality Control (QC) manual for the fabrication of hoops. As a minimum, the QC manual shall include the following:
 - A. The pre-production procedures for the qualification of material and equipment.
 - B. The methods and frequencies for performing QC procedures during production.
 - C. The calibration procedures and calibration frequency for all equipment.
 - D. The welding procedure specification (WPS) for resistance welding.
 - E. The method for identifying and tracking lots.

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

- The Contractor shall designate in writing a splicing Quality Control Manager (QCM). The QCM shall be responsible directly to the Contractor for 1) the quality of all service and ultimate butt splicing including the inspection of materials and workmanship performed by the Contractor and all subcontractors; and 2) submitting, receiving, and approving all correspondence, required submittals, and reports regarding service and ultimate splicing to and from the Engineer.
- The QCM shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors, who will provide other services or materials for the project. The QCM may be an employee of the Contractor.
- Testing on prequalification and production sample splices shall be performed at the Contractor's expense, at an independent qualified testing laboratory. The laboratory shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors who will provide other services or materials for the project, and shall have the following:
 - A. Proper facilities, including a tensile testing machine capable of breaking the largest size of reinforcing bar to be tested with minimum lengths as shown in this section.
 - B. A device for measuring the total slip of the reinforcing bars across the splice to the nearest 25 μm, that, when placed parallel to the longitudinal axis of the bar is able to simultaneously measure movement across the splice at 2 locations 180 degrees apart.
 - C. Operators who have received formal training for performing the testing requirements of ASTM Designation: A 370 and California Test 670.
 - D. A record of annual calibration of testing equipment performed by an independent third party that has 1) standards that are traceable to the National Institute of Standards and Technology, and 2) a formal reporting procedure, including published test forms.
- The Contractor shall provide samples for quality assurance testing in conformance with the provisions in these specifications and the special provisions.
 - Prequalification and production sample splices shall be 1) a minimum length of 1.5 meters for reinforcing bars No. 25 or smaller, and 2 meters for reinforcing bars No. 29 or larger, with the splice located at mid-point; and 2) suitably identified before shipment with weatherproof markings that do not interfere with the Engineer’s tamper-proof markings or seals. Splices that show signs of tampering will be rejected.
 - Shorter length sample splice bars may be furnished if approved in writing by the Engineer.

- The Contractor shall ensure that sample splices are properly secured and transported to the testing laboratory in such a manner that no alterations to the physical conditions occur during transportation. Sample splices shall be tested in the same condition as received. No modifications to the sample splices shall be made before testing.
- Each set or sample splice, as defined herein, shall be identified as representing either a prequalification or production test sample splice.
- For the purpose of production testing, a lot of either service splices or ultimate butt splices is defined as 1) 150, or fraction thereof, of the same type of mechanical splices used for each bar size and each bar deformation pattern that is used in the work, or 2) 150, or fraction thereof, of complete joint penetration butt welded splices or resistance butt welded splices for each bar size used in the work. If different diameters of hoop reinforcement are shown on the plans, separate lots shall be used for each different hoop diameter.
- Whenever a lot of splices is rejected, the rejected lot and subsequent lots of splices shall not be used in the work until 1) the QCM performs a complete review of the Contractor's quality control process for these splices, 2) a written report is submitted to the Engineer describing the cause of failure for the splices in this lot and provisions for preventing similar failures in future lots, and 3) the Engineer has provided the Contractor with written notification that the report is acceptable. The Engineer shall have 3 working days after receipt of the report to provide notification to the Contractor. In the event the Engineer fails to provide notification within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in providing notification, the Contractor will be compensated for any resulting loss, and an extension of time will be granted in the same manner as provided for in Section 8-1.09, "Right of Way Delays."

52-1.08C(1) Splice Prequalification Report

- Before using any service splices or ultimate butt splices in the work, the Contractor shall submit a Splice Prequalification Report. The report shall include splice material information, names of the operators who will be performing the splicing, and descriptions of the positions, locations, equipment, and procedures that will be used in the work.
- The Splice Prequalification Report shall also include certifications from the fabricator for prequalifications of operators and procedures based on sample tests performed no more than 2 years before submitting the report. Each operator shall be certified by performing 2 sample splices for each bar size of each splice type that the operator will be performing in the work. For deformation-dependent types of splice devices, each operator shall be certified by performing 2 additional samples for each bar size and deformation pattern that will be used in the work.
- Prequalification sample splices shall be tested by an independent qualified testing laboratory and shall conform to the appropriate production test criteria and slip requirements specified herein. When epoxy-coated reinforcement is required, resistance butt welded sample splices shall have the weld flash removed by the same procedure as will be used in the work, before coating and testing. The Splice Prequalification Report shall include the certified test results for all prequalification sample splices.
- The QCM shall review and approve the Splice Prequalification Report before submitting it to the Engineer for approval. The Contractor shall allow 2 weeks for the review and approval of a complete report before performing any service splicing or ultimate butt splicing in the work. In the event the Engineer fails to complete the review within the time allowed, and in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays."

52-1.08C(2) Service Splice Test Criteria

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

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

- Production tests shall be performed by the Contractor's independent laboratory for all service splices used in the work. A production test shall consist of testing 4 sample splices prepared for each lot of completed splices. The samples shall be prepared by the Contractor using the same splice material, position, operators, location, and equipment, and following the same procedure as used in the work.
- At least one week before testing, the Contractor shall notify the Engineer in writing of the date when and the location where the testing of the samples will be performed.
- The 4 samples from each production test shall be securely bundled together and identified with a completed sample identification card before shipment to the independent laboratory. The card will be furnished by the Engineer. Bundles of samples containing fewer than 4 samples of splices shall not be tested.
- Before performing any tensile tests on production test sample splices, one of the 4 samples shall be tested for, and shall conform to, the requirements for total slip. Should this sample not meet the total slip requirements, one retest, in which

the 3 remaining samples are tested for total slip, will be allowed. Should any of the 3 remaining samples not conform to the total slip requirements, all splices in the lot represented by this production test will be rejected.

- If 3 or more sample splices from a production test conform to the provisions in this Section 52-1.08C(2), "Service Splice Test Criteria," all splices in the lot represented by this production test will be considered acceptable, provided each of the 4 samples develop a minimum tensile strength of not less than 420 MPa.

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

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

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

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

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

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

- Quality assurance testing will be performed in conformance with the requirements for service production sample splices in Section 52-1.08C(2)(a), "Production Test Requirements for Service Splices."

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

- Ultimate production and quality assurance sample splices shall be tensile tested in conformance with the requirements described in ASTM Designation: A 370 and California Test 670.

- A minimum of one control bar shall be removed from the same bar as, and adjacent to, all ultimate prequalification, production, and quality assurance sample splices. Control bars shall be 1) a minimum length of one meter for reinforcing bars No. 25 or smaller and 1.5 meters for reinforcing bars No. 29 or larger, and 2) suitably identified before shipment with weatherproof markings that do not interfere with the Engineer's tamper-proof markings or seals. The portion of adjacent bar remaining in the work shall also be identified with weatherproof markings that correspond to its adjacent control bar.

- Each sample splice and its associated control bar shall be identified and marked as a set. Each set shall be identified as representing a prequalification, production, or quality assurance sample splice.

- The portion of hoop reinforcing bar, removed to obtain a sample splice and control bar, shall be replaced using a prequalified ultimate mechanical butt splice, or the hoop shall be replaced in kind.

- Reinforcing bars, other than hoops, from which sample splices are removed, shall be repaired using ultimate mechanical butt splices conforming to the provisions in Section 52-1.08C(1), "Splice Prequalification Report," or the bars shall be replaced in kind. These bars shall be repaired or replaced such that no splices are located in any "No Splice Zone" shown on the plans.

- Ultimate production and quality assurance sample splices shall rupture in the reinforcing bar either: 1) outside of the affected zone or 2) within the affected zone, provided that the sample splice has achieved at least 95 percent of the ultimate tensile strength of the control bar associated with the sample splice. In addition, necking of the bar, as defined in California Test 670, shall be evident at rupture regardless of whether the bar breaks inside or outside the affected zone.

- The affected zone is the portion of the reinforcing bar where any properties of the bar, including the physical, metallurgical, or material characteristics, have been altered by fabrication or installation of the splice.

- The ultimate tensile strength shall be determined for all control bars by tensile testing the bars to rupture, regardless of where each sample splice ruptures. If 2 control bars are tested for one sample splice, the bar with the lower ultimate tensile strength shall be considered the control bar.

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

- Production tests shall be performed for all ultimate butt splices used in the work. A production test shall consist of testing 4 sets of sample splices and control bars removed from each lot of completed splices, except when quality assurance tests are performed.

- After the splices in a lot have been completed, and the bars have been epoxy-coated when required, the QCM shall notify the Engineer in writing that the splices in this lot conform to the specifications and are ready for testing. Except for hoops, sample splices will be selected by the Engineer at the job site. Sample splices for hoops will be selected by the Engineer either at the job site or a fabrication facility.
- After notification has been received, the Engineer will randomly select the 4 sample splices to be removed from the lot and place tamper-proof markings or seals on them. The Contractor shall select the adjacent control bar for each sample splice bar, and the Engineer will place tamper-proof markings or seals on them. These ultimate production sample splices and control bars shall be removed by the Contractor, and tested by an independent qualified testing laboratory.
 - At least one week before testing, the Contractor shall notify the Engineer in writing of the date when and the location where the testing of the samples will be performed.
 - A sample splice or control bar from any set will be rejected if a tamper-proof marking or seal is disturbed before testing.
 - The 4 sets from each production test shall be securely bundled together and identified with a completed sample identification card before shipment to the independent laboratory. The card will be furnished by the Engineer. Bundles of samples containing fewer than 4 sets of splices shall not be tested.
 - Before performing any tensile tests on production test sample splices, one of the 4 sample splices shall be tested for, and shall conform to, the requirements for total slip. Should this sample splice not meet these requirements, one retest, in which the 3 remaining sample splices are tested for total slip, will be allowed. Should any of the 3 remaining sample splices not conform to these requirements, all splices in the lot represented by this production test will be rejected.
 - If 3 or more sample splices from a production test conform to the provisions in Section 52-1.08C(3), "Ultimate Butt Splice Test Criteria," all splices in the lot represented by this production test will be considered acceptable.
 - Should only 2 sample splices from a production test conform to the provisions in Section 52-1.08C(3), "Ultimate Butt Splice Test Criteria," one additional production test shall be performed on the same lot of splices. Should any of the 4 sample splices from this additional test fail to conform to these provisions, all splices in the lot represented by these production tests will be rejected.
 - If only one sample splice from a production test conforms to the provisions in Section 52-1.08C(3), "Ultimate Butt Splice Test Criteria," all splices in the lot represented by this production test will be rejected.
 - If a production test for a lot fails, the Contractor shall repair or replace all reinforcing bars from which sample splices were removed, complete in place, before the Engineer selects additional splices from this lot for further testing.
 - Production tests will not be required on repaired splices from a lot, regardless of the type of prequalified ultimate mechanical butt splice used to make the repair. However, should an additional production test be required, the Engineer may select any repaired splice for the additional production test.

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

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

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

- When the specifications allow for welded sample splices to be taken from other than the completed lot of splices, the Contractor shall meet the following additional requirements.
 - Except for resistance butt welded splices, radiographic examinations shall be performed on 25 percent of all complete joint penetration butt welded splices from a production lot. The size of a production lot will be a maximum of 150 splices. The Engineer will select the splices which will compose the production lot and also the splices within each production lot to be radiographically examined.
 - All required radiographic examinations of complete joint penetration butt welded splices shall be performed by the Contractor in conformance with the requirements in AWS D 1.4 and these specifications.
 - Before radiographic examination, welds shall conform to the requirements in Section 4.4, "Quality of Welds," of AWS D 1.4.

- Should more than 12 percent of the splices which have been radiographically examined in any production lot be defective, an additional 25 percent of the splices, selected by the Engineer from the same production lot, shall be radiographically examined. Should more than 12 percent of the cumulative total of splices tested from the same production lot be defective, all remaining splices in the lot shall be radiographically examined.

- Additional radiographic examinations performed due to the identification of defective splices shall be at the Contractor's expense.

- All defects shall be repaired in conformance with the requirements in AWS D 1.4.
- The Contractor shall notify the Engineer in writing 48 hours before performing any radiographic examinations.
- The radiographic procedure used shall conform to the requirements in AWS D1.1, AWS D1.4, and the following:

Two exposures shall be made for each complete joint penetration butt welded splice. For each of the 2 exposures, the radiation source shall be centered on each bar to be radiographed. The first exposure shall be made with the radiation source placed at zero degrees from the top of the weld and perpendicular to the weld root and identified with a station mark of "0." The second exposure shall be at 90 degrees to the "0" station mark and shall be identified with a station mark of "90." When obstructions prevent a 90 degree placement of the radiation source for the second exposure, and when approved in writing by the Engineer, the source may be rotated, around the centerline of the reinforcing bar, a maximum of 25 degrees.

For field produced complete joint penetration butt welds, no more than one weld shall be radiographed during one exposure. For shop produced complete joint penetration butt welds, if more than one weld is to be radiographed during one exposure, the angle between the root line of each weld and the direction to the radiation source shall be not less than 65 degrees.

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

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

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

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

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

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

Penetrators shall be sufficiently shimmed using a radiographically identical material. Penetrator image densities shall be a minimum of 2.0 and a maximum of 3.6.

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

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

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

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

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

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

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

52-1.08D Reporting Test Results

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

- The QCM must review, approve, and forward each Production Test Report to the Engineer for review before the splices represented by the report are encased in concrete. The Engineer will have 3 working days to review each Production Test Report and respond in writing after a complete report has been received. Should the Contractor elect to encase any splices before receiving notification from the Engineer, it is expressly understood that the Contractor will not be relieved of the responsibility for incorporating material in the work that conforms to the requirements of the plans and specifications. Material not conforming to these requirements will be subject to rejection. Should the Contractor elect to wait to encase splices pending notification by the Engineer, and in the event the Engineer fails to complete the review and provide notification within the time allowed, and if, in the opinion of the Engineer, the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays."

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

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

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

SECTION 55: STEEL STRUCTURES

Issue Date: July 21, 2006

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

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

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

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

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

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

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

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

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

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

Structural Steel Materials

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

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

- a Grades that may be substituted for the equivalent ASTM Designation: A 709 steel, at the Contractor's option, subject to the modifications and additions specified and to the requirements of A 709.
- b Zinc-coated nuts that will be tightened beyond snug or wrench tight shall be furnished with a dry lubricant conforming to Supplementary Requirement S2 in ASTM Designation: A 563.

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

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

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

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

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

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

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

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

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

- Immediately before setting bearing assemblies or masonry plates directly on ground concrete surfaces, the Contractor shall thoroughly clean the surfaces of the concrete and the metal to be in contact and shall apply a coating of polysulfide or polyurethane caulking conforming to the requirements in ASTM Designation: C 920, Type S, Grade NS, Class 25, Use M, to contact areas to provide full bedding.

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

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

SECTION 56: SIGNS

Issue Date: November 2, 2004

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

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

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

- Bars, plates, and shapes shall be structural steel conforming to the requirements in ASTM Designation: A 36/A 36M, except, at the option of the Contractor, the light fixture mounting channel shall be continuous-slot steel channel conforming to the requirements in ASTM Designation: A 1011/A 1011M, Designation SS, Grade 33[230], or aluminum Alloy 6063-T6 extruded aluminum conforming to the requirements in ASTM Designation: B 221 or B 221M.
- Structural tubing shall be structural steel conforming to the requirements in ASTM Designation: A 500, Grade B.
- Removable sign panel frames shall be constructed of structural steel conforming to the requirements in ASTM Designation: A 36/A 36M.

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

56-1.02B Sheets

- Sheets shall be carbon-steel sheets conforming to the requirements in ASTM Designation: A 1011/A 1011M, Designation SS, Grade 33[230].
- Ribbed sheet metal for box beam-closed truss sign structures shall be fabricated from galvanized sheet steel conforming to the requirements in ASTM Designation: A 653/A 653M, Designation SS, Grade 33[230]. Sheet metal panels shall be G 165 coating designation in conformance with the requirements in ASTM Designation: A 653/A 653M.

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

56-1.02F Steel Walkway Gratings

- Steel walkway gratings shall be furnished and installed in conformance with the details shown on the plans and the following provisions:
 - A. Gratings shall be the standard product of an established grating manufacturer.
 - B. Material for gratings shall be structural steel conforming to the requirements in ASTM Designation: A 1011/A 1011M, Designation CS, Type B.
 - C. For welded type gratings, each joint shall be full resistance welded under pressure, to provide a sound, completely beaded joint.
 - D. For mechanically locked gratings, the method of fabrication and interlocking of the members shall be approved by the Engineer, and the fabricated grating shall be equal in strength to the welded type.

- E. Gratings shall be accurately fabricated and free from warps, twists, or other defects affecting their appearance or serviceability. Ends of all rectangular panels shall be square. The tops of the bearing bars and cross members shall be in the same plane. Gratings distorted by the galvanizing process shall be straightened.

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

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

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

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

SECTION 57: TIMBER STRUCTURES

Issue Date: October 12, 2004

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

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

SECTION 58: PRESERVATIVE TREATMENT OF LUMBER, TIMBER AND PILING

Issue Date: November 18, 2005

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

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

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

SECTION 59: PAINTING

Issue Date: June 30, 2006

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

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

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

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

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

- Unless otherwise specified, no painting Contractors or subcontractors will be permitted to commence work without having the following current "SSPC: The Society for Protective Coatings" (formerly the Steel Structures Painting Council) certifications in good standing:
 - A. For cleaning and painting structural steel in the field, certification in conformance with the requirements in Qualification Procedure No. 1, "Standard Procedure For Evaluating Painting Contractors (Field Application to Complex Industrial Structures)" (SSPC-QP 1).
 - B. For removing paint from structural steel, certification in conformance with the requirements in Qualification Procedure No. 2, "Standard Procedure For Evaluating Painting Contractors (Field Removal of Hazardous Coatings from Complex Structures)" (SSPC-QP 2).
 - C. For cleaning and painting structural steel in a permanent painting facility, certification in conformance with the requirements in Qualification Procedure No. 3, "Standard Procedure For Evaluating Qualifications of Shop Painting Applicators" (SSPC-QP 3). The AISC's Sophisticated Paint Endorsement (SPE) quality program will be considered equivalent to SSPC-QP 3.

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

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

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

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

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

- Contact surfaces of stiffeners, railings, built up members or open seam exceeding 6 mils in width that would retain moisture, shall be caulked with polysulfide or polyurethane sealing compound conforming to the requirements in ASTM Designation: C 920, Type S, Grade NS, Class 25, Use O, or other approved material.

- The dry film thickness of the paint will be measured in place with a calibrated Type 2 magnetic film thickness gage in conformance with the requirements in SSPC-PA 2, "Measurement of Dry Coating Thickness with Magnetic Gages," of the "SSPC: The Society for Protective Coatings," except that there shall be no limit to the number or location of spot measurements to verify compliance with specified thickness requirements.

SECTION 72: SLOPE PROTECTION

Issue Date: November 18, 2005

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

- Pervious backfill material, if required by the plans, shall be placed as shown. A securely tied sack containing 0.03-m³ of pervious backfill material shall be placed at each weep hole and drain hole. The sack material shall conform to the provisions in Section 88-1.03, "Filter Fabric."

SECTION 75: MISCELLANEOUS METAL

Issue Date: June 30, 2006

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

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

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

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

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

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

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

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

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

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

* Maximum stud diameter permitted for mechanical expansion anchors.

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

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

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

Installation Torque Values, (newton meters)

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

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

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

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

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

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

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

SECTION 80: FENCES

Issue Date: October 12, 2004

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

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

SECTION 81: MONUMENTS

Issue Date: June 30, 2006

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

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

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

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

SECTION 82: MARKERS AND DELINEATORS

Issue Date: June 30, 2006

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

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

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

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

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

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

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

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

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

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

SECTION 83: RAILINGS AND BARRIERS

Issue Date: January 28, 2005

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

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

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

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

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

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

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

- If copper naphthenate, ammoniacal copper arsenate, chromated copper arsenate, ammoniacal copper zinc arsenate, ammoniacal copper quat or copper azole is used to treat the wood posts and blocks, the bolt holes shall be treated as follows:
 - A. Before the bolts are inserted, bolt holes shall be filled with a grease, recommended by the manufacturer for corrosion protection, which will not melt or run at a temperature of 65°C.

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

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

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

An end anchor assembly (Type CA) for metal beam guard railing shall consist of an anchor cable, an anchor plate, a single anchor rod or double anchor rods, hardware and one concrete anchor.

A rail tensioning assembly for metal beam guard railing shall consist of an anchor cable, an anchor plate, and hardware.

The anchor plate, metal plates, steel foundation tubes and steel soil plate shall be fabricated of steel conforming to the requirements in ASTM Designation: A 36/A 36M.

The anchor rods shall be fabricated of steel conforming to the requirements in ASTM Designation: A 36/A 36M, A 441 or A 572, or ASTM Designation: A 576, Grades 1018, 1019, 1021 or 1026. The eyes shall be hot forged or formed with full penetration welds. After fabrication, anchor rods with eyes that have been formed with any part of the eye below 870°C during the forming operation or with eyes that have been closed by welding shall be thermally stress relieved prior to galvanizing. The completed anchor rod, after galvanizing, shall develop a strength of 220 kN.

In lieu of built-up fabrication of anchor plates as shown on the plans, anchor plates may be press-formed from steel plate, with or without welded seams.

All bolts and nuts shall conform to the requirements in ASTM Designation: A 307, unless otherwise specified in the special provisions or shown on the plans.

Anchor cable shall be 19-mm preformed, 6 x 19, wire strand core or independent wire rope core (IWRC), galvanized in conformance with the requirements in Federal Specification RR-W-410D, right regular lay, manufactured of improved plow steel with a minimum breaking strength of 200 kN. Two certified copies of mill test reports of each manufactured length of cable used shall be furnished to the Engineer. The overall length of each cable anchor assembly shall be as shown on the plans, but shall be a minimum of 2 m.

Where shown on the plans, cable clips and a cable thimble shall be used to attach cable to the anchor rod. Thimbles shall be commercial quality, galvanized steel. Cable clips shall be commercial quality drop forged galvanized steel.

The swaged fitting shall be machined from hot-rolled bars of steel conforming to AISI Designation: C 1035, and shall be annealed suitable for cold swaging. The swaged fitting shall be galvanized before swaging. A lock pin hole to accommodate a 6-mm, plated, spring steel pin shall be drilled through the head of the swage fitting to retain the stud in proper position. The manufacturer's identifying mark shall be stamped on the body of the swage fitting.

The 25-mm nominal diameter stud shall conform to the requirements in ASTM Designation: A 449 after galvanizing. Prior to galvanizing, a 10-mm slot for the locking pin shall be milled in the stud end.

The swaged fittings, stud and nut assembly shall develop the specified breaking strength of the cable.

The cable assemblies shall be shipped as a complete unit including stud and nut.

Clevises shall be drop forged galvanized steel and shall develop the specified breaking strength of the cable.

One sample of cable properly fitted with swaged fitting and right hand thread stud at both ends as specified above, including a clevis when shown on the plans, one meter in total length, shall be furnished the Engineer for testing.

The portion of the anchor rod to be buried in earth shall be coated with a minimum 0.5-mm thickness of coal tar enamel conforming to AWWA Standard: C203 or a coal tar epoxy conforming to the requirements in Steel Structures Painting Council Paint Specification No. 16, Coal-Tar Epoxy-Polyimide Black Paint or Corps of Engineers Specification, Formula C-200a, Coal-Tar Epoxy Paint.

Metal components of the anchor assembly shall be fabricated in conformance with good shop practice and shall be hot-dip galvanized in conformance with the provisions in Section 75-1.05, "Galvanizing."

Anchor cables shall be tightened after the concrete anchor has cured for at least 5 days.

Concrete used to construct anchors for end anchor assemblies shall be Class 3 or minor concrete conforming to the provisions in Section 90, "Portland Cement Concrete."

Concrete shall be placed against undisturbed material of the excavated holes for end anchors. The top 300 mm of holes shall be formed, if required by the Engineer.

Reinforcing steel in concrete anchors for end anchor assemblies shall conform to the provisions in Section 52, "Reinforcement."

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Type 50 and 60 series concrete barriers shall be constructed of minor concrete conforming to the provisions in Section 90-10, "Minor Concrete," except as follows:
 - a. The maximum size of aggregate used for extruded or slip-formed concrete barriers shall be at the option of the Contractor, but in no case shall the maximum size be larger than 37.5-mm or smaller than 9.5-mm.
 - b. If the 9.5-mm maximum size aggregate grading is used to construct extruded or slip-formed concrete barriers, the cementitious material content of the minor concrete shall be not less than 400 kg/m³.

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

- The concrete paving between the tops of the 2 walls of concrete barrier (Types 50E, 60E, 60GE, and 60SE) and the optional concrete slab at the base between the 2 walls of concrete barrier (Types 50E, 60E, 60GE, and 60SE) shall be constructed of minor concrete conforming to the provisions of Section 90-10, except that the minor concrete shall contain not less than 300 kg of cementitious material per cubic meter.

The first paragraph of Section 83-2.03, "Measurement," of the Standard Specifications is amended to read:

- Except for single thrie beam barrier within the pay limits of transition railing (Type STB), single thrie beam barrier will be measured by the meter from end post to end post along the face of the rail element of the installed barrier. Single thrie beam barriers constructed on each side of piers under structures or other obstructions will be measured for payment along each line of the installed barrier.

The second paragraph of Section 83-2.03, "Measurement," of the Standard Specifications is amended to read:

- Except for double thrie beam barrier within the pay limits of transition railing (Type DTB), double thrie beam barrier will be measured by the meter from end post to end post along the center line of the installed barrier.

The fifth paragraph of Section 83-2.03, "Measurement," of the Standard Specifications is amended to read:

- The quantity of return caps, terminal connectors and the various types of terminal sections for single and double thrie beam barriers will be determined as units from actual count.

The sixth paragraph of Section 83-2.03, "Measurement," of the Standard Specifications is amended to read:

- The quantity of end anchor assemblies will be paid for as units determined from actual count.

The first paragraph of Section 83-2.04, "Payment," of the Standard Specifications is amended to read:

- The various types of thrie beam barrier, measured as specified in Section 83-2.03, "Measurement," will be paid for at the contract price per meter for single or double thrie beam barrier, whichever applies, and the contract unit price or prices for end anchor assemblies, return caps, terminal connectors and the various types of terminal sections.

The second paragraph of Section 83-2.04, "Payment," of the Standard Specifications is amended to read:

- The above prices and payments shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in constructing the barrier, complete in place, including drilling holes for wood posts, driving posts, backfilling the space around posts, excavating and backfilling end anchor assembly holes, connecting thrie beam barrier to concrete surfaces and disposing of surplus excavated material, and for furnishing, placing, removing and disposing of the temporary railing for closing the gap between existing barrier and the barrier being constructed as shown on the plans, and as specified in these specifications and the special provisions, and as directed by the Engineer.

The fourth paragraph in Section 83-2.04, "Payments," of the Standard Specifications is amended to read:

- Steel plate barrier attached to concrete barrier at overhead sign foundations, electroliers, drainage structures, and other locations shown on the plans will be measured and paid for as the type of concrete barrier attached thereto.

SECTION 84: TRAFFIC STRIPES AND PAVEMENT MARKINGS

Issue Date: July 21, 2006

The first paragraph of Section 84-2.02, "Materials," of the Standard Specifications is amended to read:

- The thermoplastic material shall conform to State Specification PTH-02SPRAY, PTH-02HYDRO or PTH-02ALKYD. Glass beads to be applied to the surface of the molten thermoplastic material shall conform to the requirements of State Specification 8010-004 (Type II).

The first paragraph of Section 84-3.02, "Materials," of the Standard Specifications is amended to read:

- Paint for traffic stripes and pavement markings shall conform to the following State Specifications:

Paint Type	Color	State Specification No.
Waterborne Traffic Line	White, Yellow and Black	PTWB-01
Acetone-Based	White, Yellow and Black	PT-150VOC(A)
Waterborne Traffic Line for disabled persons' parking, and other curb markings	Blue, Red and Green	Federal Specification No. TT-P-1952D

The fourth paragraph of Section 84-3.02, "Materials," of the Standard Specifications is amended to read:

- The kind of paint to be used (waterborne or acetone-based) shall be determined by the Contractor based on the time of year the paint is applied and local air pollution control regulations.

The first paragraph of Section 84-3.05, "Application," of the Standard Specifications is amended to read:

Traffic stripes and pavement markings shall be applied only on dry surfaces and only during periods of favorable weather. Painting shall not be performed when the atmospheric temperature is below 5°C when using acetone-based paint or

below 10°C when using water borne paint; when freshly painted surfaces may become damaged by rain, fog, or condensation; nor when it can be anticipated that the atmospheric temperature will drop below the aforementioned 5°C or 10°C temperatures during the drying period.

The third paragraph of Section 84-3.05, "Application," of the Standard Specifications is deleted.

The tenth paragraph of Section 84-3.05, "Application," of the Standard Specifications is amended to read:

- Paint to be applied in 2 coats shall be applied approximately as follows:

Paint Type	Square Meter Coverage Per Liter	
	First Coat	Second Coat
Waterborne Paint	6	6
Acetone-Based Paint	10	5

SECTION 85: PAVEMENT MARKERS

Issue Date: June 30, 2006

The second through fifth paragraphs in Section 85-1.03, "Sampling, Tolerances and Packaging," of the Standard Specifications are amended to read:

Sampling

- Twenty markers selected at random will constitute a representative sample for each lot of markers.
- The lot size shall not exceed 25 000 markers.

Tolerances

- Three test specimens will be randomly selected from the sample for each test and tested in conformance with these specifications. Should any one of the 3 specimens fail to conform with the requirements in these specifications, 6 additional specimens will be tested. The failure of any one of these 6 specimens shall be cause for rejection of the entire lot or shipment represented by the sample.
- The entire sample of retroreflective pavement markers will be tested for reflectance. The failure of 10 percent or more of the original sampling shall be cause for rejection.

Section 85-1.04, "Non-Reflective Pavement Markers," of the Standard Specifications is amended to read:

85-1.04 Non-Reflective Pavement Markers

- Non-reflective pavement markers (Types A and AY) shall be, at the option of the Contractor, either ceramic or plastic conforming to these specifications.
- The top surface of the marker shall be convex with a gradual change in curvature. The top, bottom and sides shall be free of objectionable marks or discoloration that will affect adhesion or appearance.
- The bottom of markers shall have areas of integrally formed protrusions or indentations, which will increase the effective bonding surface area of adhesive. The bottom surface of the marker shall not deviate more than 1.5 mm from a flat surface. The areas of protrusion shall have faces parallel to the bottom of the marker and shall project approximately one mm from the bottom.

The second through fourth paragraphs of Section 85-1.04A, "Non-Reflective Pavement Markers (Ceramic)," of the Standard Specifications are deleted.

The table in the fifth paragraph in Section 85-1.04A, "Non-Reflective Pavement Markers (Ceramic)," of the Standard Specifications is amended to read:

Testing

- Tests shall be performed in conformance with the requirements in California Test 669.

Test	Test Description	Requirement
a	Bond strength	4.8 MPa, min.
b	Glaze thickness	180 µm, min.
c	Hardness	6 Moh, min.
d	Luminance factor, Type A, white markers only, glazed surface	75, min.
e	Yellowness index, Type A, white markers only, glazed surface	7, max.
f	Color-yellow, Type AY, yellow markers only. The chromaticity coordinates shall be within a color box defined in CTM 669	Pass
g	Compressive strength	6700 N, min.
h	Water absorption	2.0 %, max.
i	Artificial weathering, 500 hours exposure, yellowness index	20, max.

Section 85-1.04B, "Non-Reflective Pavement Markers (Plastic)," of the Standard Specifications is amended to read:

85-1.04B Non-Reflective Pavement Markers (Plastic)

- Plastic non-reflective pavement markers Types A and AY shall be, at the option of the Contractor, either polypropylene or acrylonitrile-butadiene-styrene (ABS) plastic type.
- Plastic markers shall conform to the testing requirements specified in Section 85-1.04A, "Non-Reflective Pavement Markers (Ceramic)," except that Tests a, b, c, and h shall not apply. The plastic markers shall not be coated with substances that interfere with the ability of the adhesive bonding to the marker.

The sixth and seventh paragraphs in Section 85-1.05, "Retroreflective Pavement Markers," of the Standard Specifications are amended to read:

Testing

- Tests shall be performed in conformance with the requirements in California Test 669.

Test Description	Requirement		
Bond strength ^a	3.4 MPa, min.		
Compressive strength ^b	8900 N, min.		
Abrasion resistance, marker must meet the respective specific intensity minimum requirements after abrasion.	Pass		
Water Soak Resistance	No delamination of the body or lens system of the marker nor loss of reflectance		
Reflectance	Specific Intensity		
	Clear	Yellow	Red
0° Incidence Angle, min.	3.0	1.5	0.75
20° Incidence Angle, min.	1.2	0.60	0.30
After one year field evaluation	0.30	0.15	0.08

- Failure of the marker body or filler material prior to reaching 3.4 MPa shall constitute a failing bond strength test.
- Deformation of the marker of more than 3 mm at a load of less than 8900 N or delamination of the shell and the filler material of more than 3 mm regardless of the load required to break the marker shall be cause for rejection of the markers as specified in Section 85-1.03, "Sampling, Tolerances and Packaging."

- Pavement markers to be placed in pavement recesses shall conform to the above requirements for retroreflective pavement markers except that the minimum compressive strength requirement shall be 5338 N.

The eighth paragraph of Section 85-1.05, "Retroreflective Pavement Markers" of the Standard Specifications is deleted.

The eighth paragraph in Section 85-1.06, "Replacement," of the Standard Specifications is amended to read:

- Epoxy adhesive shall not be used to apply non-reflective plastic pavement markers.

The seventh sentence of the fourteenth paragraph of Section 85-1.06, "Placement," of the Standard Specifications is amended to read:

- Soft rags moistened with mineral spirits conforming to Army Mil-PRF-680A(1) or kerosene may be used, if necessary, to remove adhesive from exposed faces of pavement markers.

SECTION 86: SIGNALS, LIGHTING AND ELECTRICAL SYSTEMS

Issue Date: June 30, 2006

The second paragraph of Section 86-1.01, "Description," of the Standard Specifications is amended to read:

- The locations of signals, beacons, standards, lighting fixtures, signs, controls, services and appurtenances shown on the plans are approximate and the exact locations will be approved by the Engineer in the field.

The tenth paragraph of Section 86-1.06, "Maintaining Existing and Temporary Electrical Systems," of the Standard Specifications is amended to read:

- These provisions will not relieve the Contractor in any manner of the Contractor's responsibilities as provided in Section 7-1.12, "Indemnification and Insurance," and Section 7-1.16, "Contractor's Responsibility for the Work and Materials."

The first paragraph of Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

- Except for concrete for cast-in-drilled-hole concrete pile foundations, portland cement concrete shall conform to Section 90-10, "Minor Concrete."

The fifth paragraph of Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

- Reinforced cast-in-drilled-hole concrete pile foundations for traffic signal and lighting standards shall conform to the provisions in Section 49, "Piling," with the following exceptions: 1) Material resulting from drilling holes shall be disposed of in conformance with the provisions in Section 86-2.01, "Excavating and Backfilling," and 2) Concrete filling for cast-in-drilled-hole concrete piles will not be considered as designated by compressive strength.

The seventh paragraph of Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

- Forms shall be true to line and grade. Tops of foundations for posts and standards, except special foundations, shall be finished to curb or sidewalk grade or as directed by the Engineer. Forms shall be rigid and securely braced in place. Conduit ends and anchor bolts shall be placed in proper position and to proper height, and anchor bolts shall be held in place by means of rigid top and bottom templates. The bottom template shall be made of steel. The bottom template shall provide proper spacing and alignment of the anchor bolts near their bottom embedded end. The bottom template shall be installed before placing footing concrete. Anchor bolts shall not be installed more than 1:40 from vertical.

Section 86-2.03, "Foundations," of the Standard Specifications is amended by deleting the eighth paragraph.

The twelfth paragraph of Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

- Plumbing of the standards shall be accomplished by adjusting the leveling nuts before placing the mortar or before the foundation is finished to final grade. Shims or other similar devices shall not be used for plumbing or raking of posts, standards, or pedestals. After final adjustments of both top nuts and leveling nuts on anchorage assemblies have been made, firm contact shall exist between all bearing surfaces of the anchor bolt nuts, washers, and the base plates.

The first paragraph of Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications is amended to read:

- Bolts, nuts and washers, and anchor bolts for use in signal and lighting support structures shall conform to the provisions in Section 55-2, "Materials." Except when bearing-type connections or slipbases are specified, high-strength bolted connections shall conform to the provisions in Section 55-3.14, "Bolted Connections." Welding, nondestructive testing (NDT) of welds, and acceptance and repair criteria for NDT of steel members shall conform to the requirements of AWS D1.1 and the special provisions.

The second paragraph of Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications is amended to read:

- On each lighting standard except Type 1, one rectangular corrosion resistant metal identification tag shall be permanently attached above the hand hole, near the base of the standard, using stainless steel rivets. On each signal pole support, two corrosion resistant metal identification tags shall be attached, one above the hand hole near the base of the vertical standard and one on the underside of the signal mast arm near the arm plate. As a minimum, the information on each identification tag shall include the name of the manufacturer, the date of manufacture, the identification number as shown on the plans, the contract number, and a unique identification code assigned by the fabricator. This number shall be traceable to a particular contract and the welds on that component, and shall be readable after the support structure is coated and installed. The lettering shall be a minimum of 7 mm high. The information may be either depressed or raised, and shall be legible.

The fourth paragraph of Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications is amended to read:

- Ferrous metal parts of standards, with shaft length of 4.6 m and longer, shall conform to the details shown on the plans, the provisions in Section 55-2, "Materials," except as otherwise noted, and the following requirements:

Except as otherwise specified, standards shall be fabricated from sheet steel of weldable grade having a minimum yield strength, after fabrication, of 276 MPa.

Certified test reports which verify conformance to the minimum yield strength requirements shall be submitted to the Engineer. The test reports may be the mill test reports for the as-received steel or, when the as-received steel has a lower yield strength than required, the Contractor shall provide supportive test data which provides assurance that the Contractor's method of cold forming will consistently increase the tensile properties of the steel to meet the specified minimum yield strength. The supportive test data shall include tensile properties of the steel after cold forming for specific heats and thicknesses.

When a single-ply 8-mm thick pole is specified, a 2-ply pole with equivalent section modulus may be substituted.

Standards may be fabricated of full-length sheets or shorter sections. Each section shall be fabricated from not more than 2 pieces of sheet steel. Where 2 pieces are used, the longitudinal welded seams shall be directly opposite one another. When the sections are butt-welded together, the longitudinal welded seams on adjacent sections shall be placed to form continuous straight seams from base to top of standard.

Butt-welded circumferential joints of tubular sections requiring CJP groove welds shall be made using a metal sleeve backing ring inside each joint. The sleeve shall be 3-mm nominal thickness, or thicker, and manufactured from steel having the same chemical composition as the steel in the tubular sections to be joined. When the sections to be joined have different specified minimum yield strengths, the steel in the sleeve shall have the same chemical composition as the tubular section having the higher minimum yield strength. The width of the metal sleeve shall be consistent with the type of NDT chosen and shall be a minimum width of 25 mm. The sleeve shall be centered at the joint and be in contact with the tubular section at the point of the weld at time of fit-up.

Welds shall be continuous.

The weld metal at the transverse joint shall extend to the sleeve, making the sleeve an integral part of the joint.

During fabrication, longitudinal seams on vertical tubular members of cantilevered support structures shall be centered on and along the side of the pole that the pole plate is located. Longitudinal seams on horizontal tubular members, including signal and luminaire arms, shall be within +/-45 degrees of the bottom of the arm.

The longitudinal seam welds in steel tubular sections may be made by the electric resistance welding process.

Longitudinal seam welds shall have 60 percent minimum penetration, except that within 150 mm of circumferential welds, longitudinal seam welds shall be CJP groove welds. In addition, longitudinal seam welds on lighting support structures having telescopic pole segment splices shall be CJP groove welds on the female end for a length on each end equal to the designated slip fit splice length plus 150 mm.

Exposed circumferential welds, except fillet and fatigue-resistant welds, shall be ground flush (-0, +2mm) with the base metal prior to galvanizing or painting.

Circumferential welds and base plate-to-pole welds may be repaired only one time without written permission from the Engineer.

Exposed edges of the plates that make up the base assembly shall be finished smooth and exposed corners of the plates shall be broken unless otherwise shown on the plans. Shafts shall be provided with slip-fitter shaft caps.

Flatness of surfaces of 1) base plates that are to come in contact with concrete, grout, or washers and leveling nuts; 2) plates in high-strength bolted connections; 3) plates in joints where cap screws are used to secure luminaire and signal arms; and 4) plates used for breakaway slip base assemblies shall conform to the requirements in ASTM A6.

Standards shall be straight, with a permissive variation not to exceed 25 mm measured at the midpoint of a 9-m or 11-m standard and not to exceed 20 mm measured at the midpoint of a 5-m through 6-m standard. Variation shall not exceed 25 mm at a point 4.5 m above the base plate for Type 35 and Type 36 standards.

Zinc-coated nuts used on fastener assemblies having a specified preload (obtained by specifying a prescribed tension, torque value, or degree of turn) shall be provided with a colored lubricant that is clean and dry to the touch. The color of the lubricant shall be in contrast to the zinc coating on the nut so that the presence of the lubricant is visually obvious. In addition, either the lubricant shall be insoluble in water, or fastener components shall be shipped to the job site in a sealed container.

No holes shall be made in structural members unless the holes are shown on the plans or are approved in writing by the Engineer.

Standards with an outside diameter of 300 mm or less shall be round. Standards with an outside diameter greater than 300 mm shall be round or multisided. Multisided standards shall have a minimum of 12 sides which shall be convex and shall have a minimum bend radius of 100 mm.

Mast arms for standards shall be fabricated from material as specified for standards, and shall conform to the dimensions shown on the plans.

The cast steel option for slip bases shall be fabricated from material conforming to the requirements in ASTM Designation: A 27/A 27M, Grade 70-40. Other comparable material may be used if written permission is given by the Engineer. The casting tolerances shall be in conformance with the Steel Founder's Society of America recommendations (green sand molding).

One casting from each lot of 50 castings or less shall be subject to radiographic inspection, in conformance with the requirements in ASTM Designation: E 94. The castings shall comply with the acceptance criteria severity level 3 or better for the types and categories of discontinuities in conformance with the requirements in ASTM Designations: E 186 and E 446. If the one casting fails to pass the inspection, 2 additional castings shall be radiographed. Both of these castings shall pass the inspection, or the entire lot of 50 will be rejected.

Material certifications, consisting of physical and chemical properties, and radiographic films of the castings shall be filed at the manufacturer's office. These certifications and films shall be available for inspection upon request.

High-strength bolts, nuts, and flat washers used to connect slip base plates shall conform to the requirements in ASTM Designation: A 325 or A 325M and shall be galvanized in conformance with the provisions in Section 75-1.05, "Galvanizing."

Plate washers shall be fabricated by saw cutting and drilling steel plate conforming to the requirements in AISI Designation: 1018, and be galvanized in conformance with the provisions in Section 75-1.05, "Galvanizing." Prior to galvanizing, burrs and sharp edges shall be removed and holes shall be chamfered sufficiently on each side to allow the bolt head to make full contact with the washer without tension on the bolt.

High-strength cap screws shown on the plans for attaching arms to standards shall conform to the requirements in ASTM Designation: A 325, A 325M, or A 449, and shall comply with the mechanical requirements in ASTM Designation: A 325 or A 325M after galvanizing. The cap screws shall be galvanized in conformance with the provisions in Section 75-1.05, "Galvanizing." The threads of the cap screws shall be coated with a colored lubricant that is clean and dry to the touch. The color of the lubricant shall be in contrast to the color of the zinc coating on the cap screw so that presence of the lubricant is visually obvious. In addition, either the lubricant shall be insoluble in water, or fastener components shall be shipped to the job site in a sealed container.

Unless otherwise specified, bolted connections attaching signal or luminaire arms to poles shall be considered slip critical. Galvanized faying surfaces on plates on luminaire and signal arms and matching plate surfaces on poles shall be roughened by hand using a wire brush prior to assembly and shall conform to the requirements for Class C surface conditions for slip-critical connections in "Specification for Structural Joints Using ASTM A 325 or A 490 Bolts," a specification approved by the Research Council on Structural Connections (RCSC) of the Engineering Foundation. For faying surfaces required to be painted, the paint shall be an approved type, brand, and thickness that has been tested and approved according to the RCSC Specification as a Class B coating.

Samples of fastener components will be randomly taken from each production lot by the Engineer and submitted, along with test reports required by appropriate ASTM fastener specifications, for QA testing and evaluation. Sample sizes for each fastener component shall be as determined by the Engineer.

The seventh paragraph of Section 86-2.04, "Standards, Steel Pedestals and Posts," of the Standard Specifications is amended to read:

- To avoid interference of arm plate-to-tube welds with cap screw heads, and to ensure cap screw heads can be turned using conventional installation tools, fabricators shall make necessary adjustments to details prior to fabrication and properly locate the position of arm tubes on arm plates during fabrication.

The traffic signal controller cabinet requirement in the table in Section 86-2.08A, "Conductor Identification," of the Standard Specifications is amended to read:

Traffic Signal	Ungrounded between Service	Blk	None	CON-1	6
Controller Cabinet	Grounded Circuit Conductor	White	None	CON-2	6

The second paragraph of Section 86-2.08B, "Multiple Circuit Conductors," of the Standard Specifications is amended to read by the following 2 paragraphs:

- At any point, the minimum insulation thickness of any Type USE, RHH, or RHW insulation shall be 1.0 mm for conductor sizes No. 14 to No. 10, inclusive; and 1.3 mm for No. 8 to No. 2, inclusive.
- At any point, the minimum insulation thickness of any Type THW or TW wires shall be 0.7 mm for conductor sizes No. 14 to No. 10, inclusive; 1.0 mm for No. 8; and 1.4 mm for No. 6 to No. 2, inclusive.

The sixth and seventh paragraphs of 86-2.12, "Wood Poles," of the Standard Specifications are amended to read:

- After fabrication, wood poles shall be pressure treated in conformance with the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," and AWPA Use Category System: UC4B, Commodity Specification D.
- Wood poles, when specified in the special provisions to be painted, shall be treated with waterborne wood preservatives.

The first paragraph of Section 86-2.15, "Galvanizing," of the Standard Specifications is amended to read:

- Galvanizing shall be in conformance with the provisions in Section 75-1.05, "Galvanizing," except that cabinets may be constructed of material galvanized prior to fabrication in conformance with the requirements in ASTM Designation: A 653/653M, Coating Designation G 90, in which case all cut or damaged edges shall be painted with at least 2 applications of approved unthinned zinc-rich primer (organic vehicle type) conforming to the provisions in Section 91, "Paint." Aerosol cans shall not be used. Other types of protective coating must be approved by the Engineer prior to installation.

Subparagraph B of the thirteenth paragraph of Section 86-2.16, "Multiple Circuit Conductors," of the Standard Specifications is amended to read:

- B. Salt Spray Resistance - The undercutting of the film of the coating system shall not exceed 3 mm average, from lines scored diagonally and deep enough to expose the base metal, after 336 hours exposure in a salt spray cabinet in conformance with the requirements in ASTM Designation: B 117.

The third paragraph under "Mounting Assemblies" of Section 86-2.16, "Internally Illuminated Street Name Signs," of the Standard Specifications is amended to read:

- At least 16 feet of clearance shall be provided between the bottom of the fixture and the roadway.

The first paragraph of Section 86-4.01, "Vehicle Signal Faces," of the Standard Specifications is amended to read:

- Each vehicle signal face shall be of the adjustable type conforming to the requirements in Institute of Transportation Engineers (ITE) Publication: ST-017B, "Vehicle Traffic Control Signal Heads."

Subparagraphs 1 and 3 of the first paragraph of Section 86-4.01A, "Optical Units," of the Standard Specifications are amended to read:

- Lenses, reflectors, reflector assemblies, lamp receptacles, lamps, wiring and light distribution shall conform to the requirements in ITE Publication: ST-017B.
- All reflectors shall conform to the requirements in ITE Publication: ST-017B except that reflectors shall be made of silvered glass or of specular aluminum with an anodic coating. Reflector ring holder shall be made of cast aluminum.

The first paragraph of Section 86-4.01B, "Signal Sections," of the Standard Specifications is amended to read:

- Each signal section housing shall be either die-cast or permanent mold-cast aluminum conforming to ITE Publication: ST-017B or, when specified in the special provisions, shall be structural plastic.

The first paragraph of Section 86-4.01C, "Electrical Components," of the Standard Specifications is amended to read:

- Lamp receptacles and wiring shall conform to ITE Publication: ST-017B. The metal portion of the medium base lamp socket shall be brass, copper or phosphor bronze.

The first paragraph of Section 86-4.01D, "Visors," of the Standard Specifications is amended to read:

- Each signal section shall be provided with a removable visor conforming to the requirements in ITE Publication: ST-017B. Visors are classified, on the basis of lens enclosure, as full circle, tunnel (bottom open), or cap (bottom and lower sides open). Unless otherwise specified, visors shall be the tunnel type.

The first paragraph of Section 86-4.02A, "Physical and Mechanical Requirements," of the Standard Specifications is amended to read:

- Light emitting diode signal modules shall be designed as retrofit replacements for optical units of standard traffic signal sections and shall not require special tools for installation. Light emitting diode signal modules shall fit into existing traffic signal section housings built in conformance with the requirements in the Institute of Transportation Engineers (ITE) publication ST-017B, "Vehicle Traffic Control Signal Heads (VTCSH)" without modification to the housing.

The seventh paragraph of Section 86-4.02A, "Physical and Mechanical Requirements," of the Standard Specifications is amended to read:

- Light emitting diode signal modules shall be protected against dust and moisture intrusion in conformance with the requirements in NEMA Standard 250 for Type 4 enclosures to protect the internal components.

The first paragraph of Section 86-4.02B, "Photometric Requirements," of the Standard Specifications is amended to read:

- The minimum initial luminous intensity values for light emitting diode signal modules shall conform to the requirements in Section 11.04 of the Institute of Transportation Engineers (ITE) publication ST-017B, "Vehicle Traffic Control Signal Heads (VTCSH)" at 25°C.

The third paragraph of Section 86-4.02C, "Electrical," of the Standard Specifications is amended to read:

- The light emitting diode signal module on-board circuitry shall include voltage surge protection to withstand high-repetition noise transients as specified in Section 2.1.6 of NEMA Standard TS2.

Subparagraph 7 of the fourth paragraph of Section 86-4.02D(1), "Design Qualification Testing," of the Standard Specifications is amended to read:

- Moisture resistance testing shall be performed on light emitting diode signal modules in conformance with the requirements in NEMA Standard 250 for Type 4 enclosures. Evidence of internal moisture after testing shall be cause for rejection.

The second paragraph of Section 86-4.05, "Programmed Visibility Vehicle Signal Faces," of the Standard Specifications is amended to read:

- Each programmed visibility signal section shall provide a nominal 300-mm diameter circular or arrow indication. Color and arrow configuration shall conform to the requirements in ITE Publication: ST-017B.

The first paragraph of Section 86-4.06, "Pedestrian Signal Faces" of the Standard Specifications is amended to read:

- Message symbols for pedestrian signal faces shall be white WALKING PERSON and Portland orange UPRAISED HAND conforming to the requirements in the Institute of Transportation Engineers Standards: "Pedestrian Traffic Control Signal Indications," "Manual on Uniform Traffic Control Devices," and "MUTCD California Supplement." The height of each symbol shall be not less than 250 mm and the width of each symbol shall be not less than 165 mm.

Subparagraph 3 of the first paragraph of Section 86-4.06A, "Types," of the Standard Specifications is amended to read:

- Each reflector assembly shall consist of a double reflector or 2 single reflectors. Each reflector shall be made of either aluminum or plastic. Reflectors shall conform to the requirements in Institute of Transportation Engineers Publication: ST-017B, "Vehicle Traffic Control Signal Heads." Plastic reflectors shall consist of molded or vacuum-formed plastic with a vacuum-deposited aluminum reflecting surface. The plastic material shall not distort when the reflector is used with the lamp of the wattage normally furnished with the signal. In addition, the UL nonmechanical loading temperature of the material shall exceed, by at least 10°C, the maximum temperature in the signal section with the lamp "ON" and measured in an ambient air temperature of 25°C in conformance with the requirements in UL Publication UL 746B. Each completed reflector shall, when operated with the appropriate lamp and lens, provide the message brightness specified.

The tenth paragraph of Section 86-4.07, "Light Emitting Diode Pedestrian Signal Face 'Upraised Hand' Module" of the Standard Specifications is amended to read:

- The luminance of the "UPRAISED HAND" symbol shall be 3750 cd/m² minimum. The color of "UPRAISED HAND" shall be Portland orange conforming to the requirements of the Institute of Transportation Engineers Standards: "Pedestrian Traffic Control Signal Indications," "Manual on Uniform Traffic Control Devices," and "MUTCD California Supplement." The height of each symbol shall be not less than 250 mm and the width of each symbol shall be not less than 165 mm.

The second paragraph of Section 86-4.07C, "Electrical," of the Standard Specifications is amended to read:

- On-board circuitry of the light emitting diode pedestrian signal modules shall include voltage surge protection to withstand high-repetition noise transients as stated in Section 2.1.6 of NEMA Standard TS2.

The second paragraph of Section 86-4.07D(1), "Design Qualification Testing," of the Standard Specifications is amended to read:

- A quantity of 2 units for each design shall be submitted for Design Qualification Testing. Test units shall be submitted to the Transportation Laboratory, after manufacturer's testing is complete.

Subparagraphs 5 and 7 of the fourth paragraph of Section 86-4.07D(1), "Design Qualification Testing," of the Standard Specifications are amended to read:

- Mechanical vibration testing shall be in conformance with the requirements in Military Specification MIL-STD-883, Test Method 2007, using three 4-minute cycles along each x, y and z axis, at a force of 2.5 Gs, with a frequency sweep from 2 Hz to 120 Hz. The loosening of the lens or of internal components, or other physical damage shall be cause for rejection.
- Moisture resistance testing shall be performed on modules mounted in a standard pedestrian signal housing in conformance to the requirements in NEMA Standard 250 for Type 4 enclosures. Evidence of internal moisture after testing shall be cause for rejection.

The cone penetration, flow, and resilience requirements in the table in the second paragraph under "Hot-Melt Rubberized Asphalt Sealant" of Section 86-5.01A(5), "Installation Details," of the Standard Specifications is amended to read:

Cone Penetration, 25°C, 150 g, 5 s	D 5329, Sec. 6	3.5 mm, max.
Flow, 60°C	D 5329, Sec. 8	5 mm, max.
Resilience, 25°C	D 5329, Sec. 12	25%, min.

The third paragraph under "Mounting Assemblies" of Section 86-6.065, "Internally Illuminated Street Name Signs," of the Standard Specifications is amended to read:

- At least 4.9-m of clearance shall be provided between the bottom of the fixture and the roadway.

Section 86-8.01, "Payment," of the Standard Specifications is amended by adding the following paragraph after the first paragraph:

- If a portion or all of the poles for signal, lighting and electrical systems pursuant to Standard Specification Section 86, "Signals, Lighting and Electrical Systems," is fabricated more than 480 air line kilometers from both-Sacramento and Los Angeles, additional shop inspection expenses will be sustained by the State. Whereas it is and will be impracticable and extremely difficult to ascertain and determine the actual increase in such expenses, it is agreed that payment to the Contractor for furnishing such items from each fabrication site located more than 480 air line kilometers from both Sacramento and Los Angeles will be reduced \$5000; in addition, in the case where a fabrication site is located more than 4800 air line kilometers from both Sacramento and Los Angeles, payment will be reduced an additional \$3000 per each fabrication site (\$8000 total per site).

SECTION 88: ENGINEERING FABRIC

Issue Date: January 15, 2002

Section 88-1.02, "Pavement Reinforcing Fabric," of the Standard Specifications is amended to read:

- Pavement reinforcing fabric shall be 100 percent polypropylene staple fiber fabric material, needle-punched, thermally bonded on one side, and conform to the following:

Specification	Requirement
Weight, grams per square meter ASTM Designation: D 5261	140
Grab tensile strength (25-mm grip), kilonewtons, min. in each direction ASTM Designation: D 4632	0.45
Elongation at break, percent min. ASTM Designation: D 4632	50
Asphalt retention by fabric, grams per square meter. (Residual Minimum) ASTM Designation: D 6140	900

Note: Weight, grab, elongation and asphalt retention are based on Minimum Average Roll Value (MARV)

SECTION 90: PORTLAND CEMENT CONCRETE

Issue Date: November 2, 2004

Section 90, "Portland Cement Concrete," of the Standard Specifications is amended to read:

SECTION 90: PORTLAND CEMENT CONCRETE

90-1 GENERAL

90-1.01 DESCRIPTION

- Portland cement concrete shall be composed of cementitious material, fine aggregate, coarse aggregate, admixtures if used, and water, proportioned and mixed as specified in these specifications.

- The Contractor shall determine the mix proportions for concrete in conformance with these specifications. Unless otherwise specified, cementitious material shall be a combination of cement and mineral admixture. Cementitious material shall be either:

- "Type IP (MS) Modified" cement; or
- A combination of "Type II Modified" portland cement and mineral admixture; or
- A combination of Type V portland cement and mineral admixture.

- Type III portland cement shall be used only as allowed in the special provisions or with the approval of the Engineer.

- Class 1 concrete shall contain not less than 400 kg of cementitious material per cubic meter.
- Class 2 concrete shall contain not less than 350 kg of cementitious material per cubic meter.
- Class 3 concrete shall contain not less than 300 kg of cementitious material per cubic meter.
- Class 4 concrete shall contain not less than 250 kg of cementitious material per cubic meter.
- Minor concrete shall contain not less than 325 kg of cementitious material per cubic meter unless otherwise specified in these specifications or the special provisions.

- Unless otherwise designated on the plans or specified in these specifications or the special provisions, the amount of cementitious material used per cubic meter of concrete in structures or portions of structures shall conform to the following:

Use	Cementitious Material Content (kg/m ³)
Concrete designated by compressive strength:	
Deck slabs and slab spans of bridges	400 min., 475 max.
Roof sections of exposed top box culverts	400 min., 475 max.
Other portions of structures	350 min., 475 max.
Concrete not designated by compressive strength:	
Deck slabs and slab spans of bridges	400 min.
Roof sections of exposed top box culverts	400 min.
Prestressed members	400 min.
Seal courses	400 min.
Other portions of structures	350 min.
Concrete for precast members	350 min., 550 max.

- Whenever the 28-day compressive strength shown on the plans is greater than 25 MPa, the concrete shall be designated by compressive strength. If the plans show a 28-day compressive strength that is 28 MPa or greater, an additional 14 days will be allowed to obtain the specified strength. The 28-day compressive strengths shown on the plans that are 25 MPa or less are shown for design information only and are not a requirement for acceptance of the concrete.

- Concrete designated by compressive strength shall be proportioned such that the concrete will attain the strength shown on the plans or specified in the special provisions.

- Before using concrete for which the mix proportions have been determined by the Contractor, or in advance of revising those mix proportions, the Contractor shall submit in writing to the Engineer a copy of the mix design.

- Compliance with cementitious material content requirements will be verified in conformance with procedures described in California Test 518 for cement content. For testing purposes, mineral admixture shall be considered to be cement. Batch proportions shall be adjusted as necessary to produce concrete having the specified cementitious material content.

- If any concrete has a cementitious material, portland cement, or mineral admixture content that is less than the minimum required, the concrete shall be removed. However, if the Engineer determines that the concrete is structurally adequate, the concrete may remain in place and the Contractor shall pay to the State \$0.55 for each kilogram of cementitious material, portland cement, or mineral admixture that is less than the minimum required. The Department may deduct the amount from any moneys due, or that may become due, the Contractor under the contract. The deductions will not be made unless the difference between the contents required and those actually provided exceeds the batching tolerances permitted by Section 90-5, "Proportioning." No deductions will be made based on the results of California Test 518.

- The requirements of the preceding paragraph shall not apply to minor concrete or commercial quality concrete.

90-2 MATERIALS

90-2.01 CEMENT

- Unless otherwise specified, cement shall be either "Type IP (MS) Modified" cement, "Type II Modified" portland cement or Type V portland cement.
- "Type IP (MS) Modified" cement shall conform to the requirements for Type IP (MS) cement in ASTM Designation: C 595, and shall be comprised of an intimate and uniform blend of Type II cement and not more than 35 percent by mass of mineral admixture. The type and minimum amount of mineral admixture used in the manufacture of "Type IP (MS) Modified" cement shall be in conformance with the provisions in Section 90-4.08, "Required Use of Mineral Admixtures."
- "Type II Modified" portland cement shall conform to the requirements for Type II portland cement in ASTM Designation: C 150-02a.
- In addition, "Type IP (MS) Modified" cement and "Type II Modified" portland cement shall conform to the following requirements:
 - A. The cement shall not contain more than 0.60-percent by mass of alkalis, calculated as the percentage of Na₂O plus 0.658 times the percentage of K₂O, when determined by either direct intensity flame photometry or by the atomic absorption method. The instrument and procedure used shall be qualified as to precision and accuracy in conformance with the requirements in ASTM Designation: C 114;
 - B. The autoclave expansion shall not exceed 0.50-percent; and
 - C. Mortar, containing the cement to be used and Ottawa sand, when tested in conformance with California Test 527, shall not expand in water more than 0.010 percent and shall not contract in air more than 0.048 percent, except that when cement is to be used for precast prestressed concrete piling, precast prestressed concrete members, or steam cured concrete products, the mortar shall not contract in air more than 0.053 percent.
- Type III and Type V portland cements shall conform to the requirements in ASTM Designation: C 150-02a and the additional requirements listed above for "Type II Modified" portland cement, except that when tested in conformance with California Test 527, mortar containing Type III portland cement shall not contract in air more than 0.075 percent.
- Cement used in the manufacture of cast-in-place concrete for exposed surfaces of like elements of a structure shall be from the same cement mill.
- Cement shall be protected from exposure to moisture until used. Sacked cement shall be piled to permit access for tally, inspection, and identification of each shipment.
- Adequate facilities shall be provided to assure that cement meeting the provisions specified in this Section 90-2.01 shall be kept separate from other cement in order to prevent any but the specified cement from entering the work. Safe and suitable facilities for sampling cement shall be provided at the weigh hopper or in the feed line immediately in advance of the hopper, in conformance with California Test 125.
- If cement is used prior to sampling and testing as provided in Section 6-1.07, "Certificates of Compliance," and the cement is delivered directly to the site of the work, the Certificate of Compliance shall be signed by the cement manufacturer or supplier of the cement. If the cement is used in ready-mixed concrete or in precast concrete products purchased as such by the Contractor, the Certificate of Compliance shall be signed by the manufacturer of the concrete or product.
- Cement furnished without a Certificate of Compliance shall not be used in the work until the Engineer has had sufficient time to make appropriate tests and has approved the cement for use.

90-2.02 AGGREGATES

- Aggregates shall be free from deleterious coatings, clay balls, roots, bark, sticks, rags, and other extraneous material.
- Natural aggregates shall be thoroughly and uniformly washed before use.
- The Contractor, at the Contractor's expense, shall provide safe and suitable facilities, including necessary splitting devices for obtaining samples of aggregates, in conformance with California Test 125.
- Aggregates shall be of such character that it will be possible to produce workable concrete within the limits of water content provided in Section 90-6.06, "Amount of Water and Penetration."
- Aggregates shall have not more than 10 percent loss when tested for soundness in conformance with the requirements in California Test 214. The soundness requirement for fine aggregate will be waived, provided that the durability index, D_f, of the fine aggregate is 60, or greater, when tested for durability in conformance with California Test 229.
- If the results of any one or more of the Cleanness Value, Sand Equivalent, or aggregate grading tests do not meet the requirements specified for "Operating Range" but all meet the "Contract Compliance" requirements, the placement of concrete shall be suspended at the completion of the current pour until tests or other information indicate that the next material to be used in the work will comply with the requirements specified for "Operating Range."
- If the results of either or both the Cleanness Value and coarse aggregate grading tests do not meet the requirements specified for "Contract Compliance," the concrete that is represented by the tests shall be removed. However, if the Engineer

determines that the concrete is structurally adequate, the concrete may remain in place, and the Contractor shall pay to the State \$4.60 per cubic meter for paving concrete and \$7.20 per cubic meter for all other concrete for the concrete represented by these tests and left in place. The Department may deduct the amount from any moneys due, or that may become due, the Contractor under the contract.

- If the results of either or both the Sand Equivalent and fine aggregate grading tests do not meet the requirements specified for "Contract Compliance," the concrete which is represented by the tests shall be removed. However, if the Engineer determines that the concrete is structurally adequate, the concrete may remain in place, and the Contractor shall pay to the State \$4.60 per cubic meter for paving concrete and \$7.20 per cubic meter for all other concrete for the concrete represented by these tests and left in place. The Department may deduct the amount from any moneys due, or that may become due, the Contractor under the contract.

- The 2 preceding paragraphs apply individually to the "Contract Compliance" requirements for coarse aggregate and fine aggregate. When both coarse aggregate and fine aggregate do not conform to the "Contract Compliance" requirements, both paragraphs shall apply. The payments specified in those paragraphs shall be in addition to any payments made in conformance with the provisions in Section 90-1.01, "Description."

- No single Cleanness Value, Sand Equivalent or aggregate grading test shall represent more than 250 m³ of concrete or one day's pour, whichever is smaller.

- When the source of an aggregate is changed, the Contractor shall adjust the mix proportions and submit in writing to the Engineer a copy of the mix design before using the aggregates.

90-2.02A Coarse Aggregate

- Coarse aggregate shall consist of gravel, crushed gravel, crushed rock, crushed air-cooled iron blast furnace slag or combinations thereof. Crushed air-cooled blast furnace slag shall not be used in reinforced or prestressed concrete.

- Coarse aggregate shall conform to the following quality requirements:

Tests	California Test	Requirements
Loss in Los Angeles Rattler (after 500 revolutions)	211	45% max.
Cleanness Value		
Operating Range	227	75 min.
Contract Compliance	227	71 min.

- In lieu of the above Cleanness Value requirements, a Cleanness Value "Operating Range" limit of 71, minimum, and a Cleanness Value "Contract Compliance" limit of 68, minimum, will be used to determine the acceptability of the coarse aggregate if the Contractor furnishes a Certificate of Compliance, as provided in Section 6-1.07, "Certificates of Compliance," certifying that:

1. coarse aggregate sampled at the completion of processing at the aggregate production plant had a Cleanness Value of not less than 82 when tested by California Test 227; and
2. prequalification tests performed in conformance with the requirements in California Test 549 indicated that the aggregate would develop a relative strength of not less than 95 percent and would have a relative shrinkage not greater than 105 percent, based on concrete.

90-2.02B Fine Aggregate

- Fine aggregate shall consist of natural sand, manufactured sand produced from larger aggregate or a combination thereof. Manufactured sand shall be well graded.

- Fine aggregate shall conform to the following quality requirements:

Test	California Test	Requirements
Organic Impurities	213	Satisfactory ^a
Mortar Strengths Relative to Ottawa Sand	515	95%, min.
Sand Equivalent:		
Operating Range	217	75, min.
Contract Compliance	217	71, min.

- a Fine aggregate developing a color darker than the reference standard color solution may be accepted if it is determined by the Engineer, from mortar strength tests, that a darker color is acceptable.

• In lieu of the above Sand Equivalent requirements, a Sand Equivalent "Operating Range" limit of 71 minimum and a Sand Equivalent "Contract Compliance" limit of 68 minimum will be used to determine the acceptability of the fine aggregate if the Contractor furnishes a Certificate of Compliance, as provided in Section 6-1.07, "Certificates of Compliance," certifying that:

1. fine aggregate sampled at the completion of processing at the aggregate production plant had a Sand Equivalent value of not less than 82 when tested by California Test 217; and
2. prequalification tests performed in conformance with California Test 549 indicated that the aggregate would develop a relative strength of not less than 95 percent and would have a relative shrinkage not greater than 105 percent, based on concrete.

90-2.03 WATER

• In conventionally reinforced concrete work, the water for curing, for washing aggregates, and for mixing shall be free from oil and shall not contain more than 1000 parts per million of chlorides as Cl, when tested in conformance with California Test 422, nor more than 1300 parts per million of sulfates as SO₄, when tested in conformance with California Test 417. In prestressed concrete work, the water for curing, for washing aggregates, and for mixing shall be free from oil and shall not contain more than 650 parts per million of chlorides as Cl, when tested in conformance with California Test 422, nor more than 1300 parts per million of sulfates as SO₄, when tested in conformance with California Test 417. In no case shall the water contain an amount of impurities that will cause either: 1) a change in the setting time of cement of more than 25 percent when tested in conformance with the requirements in ASTM Designation: C 191 or ASTM Designation: C 266 or 2) a reduction in the compressive strength of mortar at 14 days of more than 5 percent, when tested in conformance with the requirements in ASTM Designation: C 109, when compared to the results obtained with distilled water or deionized water, tested in conformance with the requirements in ASTM Designation: C 109.

• In non-reinforced concrete work, the water for curing, for washing aggregates and for mixing shall be free from oil and shall not contain more than 2000 parts per million of chlorides as Cl, when tested in conformance with California Test 422, or more than 1500 parts per million of sulfates as SO₄, when tested in conformance with California Test 417.

• In addition to the above provisions, water for curing concrete shall not contain impurities in a sufficient amount to cause discoloration of the concrete or produce etching of the surface.

• Water reclaimed from mixer wash-out operations may be used in mixing concrete. The water shall not contain coloring agents or more than 300 parts per million of alkalis (Na₂O + 0.658 K₂O) as determined on the filtrate. The specific gravity of the water shall not exceed 1.03 and shall not vary more than ±0.010 during a day's operations.

90-2.04 ADMIXTURE MATERIALS

- Admixture materials shall conform to the requirements in the following ASTM Designations:

- A. Chemical Admixtures—ASTM Designation: C 494.
- B. Air-entraining Admixtures—ASTM Designation: C 260.
- C. Calcium Chloride—ASTM Designation: D 98.
- D. Mineral Admixtures—Coal fly ash; raw or calcined natural pozzolan as specified in ASTM Designation: C 618; silica fume conforming to the requirements in ASTM Designation: C 1240, with reduction of mortar expansion of 80 percent, minimum, using the cement from the proposed mix design.

• Unless otherwise specified in the special provisions, mineral admixtures shall be used in conformance with the provisions in Section 90-4.08, "Required Use of Mineral Admixtures."

90-3 AGGREGATE GRADINGS

90-3.01 GENERAL

- Before beginning concrete work, the Contractor shall submit in writing to the Engineer the gradation of the primary aggregate nominal sizes that the Contractor proposes to furnish. If a primary coarse aggregate or the fine aggregate is separated into 2 or more sizes, the proposed gradation shall consist of the gradation for each individual size, and the proposed proportions of each individual size, combined mathematically to indicate one proposed gradation. The proposed gradation shall meet the grading requirements shown in the table in this section, and shall show the percentage passing each of the sieve sizes used in determining the end result.

- The Engineer may waive, in writing, the gradation requirements in this Section 90-3.01 and in Sections 90-3.02, "Coarse Aggregate Grading," 90-3.03, "Fine Aggregate Grading," and 90-3.04, "Combined Aggregate Gradings," if, in the Engineer's opinion, furnishing the gradation is not necessary for the type or amount of concrete work to be constructed.

- Gradations proposed by the Contractor shall be within the following percentage passing limits:

Primary Aggregate Nominal Size	Sieve Size	Limits of Proposed Gradation
37.5-mm x 19-mm	25-mm	19 - 41
25-mm x 4.75-mm	19-mm	52 - 85
25-mm x 4.75-mm	9.5-mm	15 - 38
12.5-mm x 4.75-mm	9.5-mm	40 - 78
9.5-mm x 2.36-mm	9.5-mm	50 - 85
Fine Aggregate	1.18-mm	55 - 75
Fine Aggregate	600- μ m	34 - 46
Fine Aggregate	300- μ m	16 - 29

- Should the Contractor change the source of supply, the Contractor shall submit in writing to the Engineer the new gradations before their intended use.

90-3.02 COARSE AGGREGATE GRADING

- The grading requirements for coarse aggregates are shown in the following table for each size of coarse aggregate:

Sieve Sizes	Percentage Passing Primary Aggregate Nominal Sizes							
	37.5-mm x 19-mm		25-mm x 4.75-mm		12.5-mm x 4.75-mm		9.5-mm x 2.36-mm	
	Operating Range	Contract Compliance	Operating Range	Contract Compliance	Operating Range	Contract Compliance	Operating Range	Contract Compliance
50-mm	100	100	—	—	—	—	—	—
37.5-mm	88-100	85-100	100	100	—	—	—	—
25-mm	x \pm 18	X \pm 25	88-100	86-100	—	—	—	—
19-mm	0-17	0-20	X \pm 15	X \pm 22	100	100	—	—
12.5-mm	—	—	—	—	82-100	80-100	100	100
9.5-mm	0-7	0-9	X \pm 15	X \pm 22	X \pm 15	X \pm 22	X \pm 15	X \pm 20
4.75-mm	—	—	0-16	0-18	0-15	0-18	0-25	0-28
2.36-mm	—	—	0-6	0-7	0-6	0-7	0-6	0-7

- In the above table, the symbol X is the gradation that the Contractor proposes to furnish for the specific sieve size as provided in Section 90-3.01, "General."

- Coarse aggregate for the 37.5-mm, maximum, combined aggregate grading as provided in Section 90-3.04, "Combined Aggregate Gradings," shall be furnished in 2 or more primary aggregate nominal sizes. Each primary aggregate nominal size may be separated into 2 sizes and stored separately, provided that the combined material conforms to the grading requirements for that particular primary aggregate nominal size.

- When the 25-mm, maximum, combined aggregate grading as provided in Section 90-3.04, "Combined Aggregate Gradings," is to be used, the coarse aggregate may be separated into 2 sizes and stored separately, provided that the combined material shall conform to the grading requirements for the 25-mm x 4.75-mm primary aggregate nominal size.

90-3.03 FINE AGGREGATE GRADING

- Fine aggregate shall be graded within the following limits:

Sieve Sizes	Percentage Passing	
	Operating Range	Contract Compliance
9.5-mm	100	100
4.75-mm	95-100	93-100
2.36-mm	65-95	61-99
1.18-mm	X ± 10	X ± 13
600-µm	X ± 9	X ± 12
300-µm	X ± 6	X ± 9
150-µm	2-12	1-15
75-µm	0-8	0-10

- In the above table, the symbol X is the gradation that the Contractor proposes to furnish for the specific sieve size as provided in Section 90-3.01, "General."
- In addition to the above required grading analysis, the distribution of the fine aggregate sizes shall be such that the difference between the total percentage passing the 1.18-mm sieve and the total percentage passing the 600-µm sieve shall be between 10 and 40, and the difference between the percentage passing the 600-µm and 300-µm sieves shall be between 10 and 40.
- Fine aggregate may be separated into 2 or more sizes and stored separately, provided that the combined material conforms to the grading requirements specified in this Section 90-3.03.

90-3.04 COMBINED AGGREGATE GRADINGS

- Combined aggregate grading limits shall be used only for the design of concrete mixes. Concrete mixes shall be designed so that aggregates are combined in proportions that shall produce a mixture within the grading limits for combined aggregates as specified herein.
- The combined aggregate grading, except when otherwise specified in these specifications or the special provisions, shall be either the 37.5-mm, maximum grading, or the 25-mm, maximum grading, at the option of the Contractor.

Grading Limits of Combined Aggregates

Sieve Sizes	Percentage Passing			
	37.5-mm Max.	25-mm Max.	12.5-mm Max.	9.5-mm Max.
50-mm	100	—	—	—
37.5-mm	90-100	100	—	—
25-mm	50-86	90-100	—	—
19-mm	45-75	55-100	100	—
12.5-mm	—	—	90-100	100
9.5-mm	38-55	45-75	55-86	50 - 100
4.75-mm	30-45	35-60	45-63	45 - 63
2.36-mm	23-38	27-45	35-49	35 - 49
1.18-mm	17-33	20-35	25-37	25 - 37
600-µm	10-22	12-25	15-25	15 - 25
300-µm	4-10	5-15	5-15	5 - 15
150-µm	1-6	1-8	1-8	1 - 8
75-µm	0-3	0-4	0-4	0 - 4

- Changes from one grading to another shall not be made during the progress of the work unless permitted by the Engineer.

90-4 ADMIXTURES

90-4.01 GENERAL

- Admixtures used in portland cement concrete shall conform to and be used in conformance with the provisions in this Section 90-4 and the special provisions. Admixtures shall be used when specified or ordered by the Engineer and may be used at the Contractor's option as provided herein.

- Chemical admixtures and air-entraining admixtures containing chlorides as Cl in excess of one percent by mass of admixture, as determined by California Test 415, shall not be used in prestressed or reinforced concrete.
- Calcium chloride shall not be used in concrete except when otherwise specified.
- Mineral admixture used in concrete for exposed surfaces of like elements of a structure shall be from the same source and of the same percentage.
- Admixtures shall be uniform in properties throughout their use in the work. Should it be found that an admixture as furnished is not uniform in properties, its use shall be discontinued.
- If more than one admixture is used, the admixtures shall be compatible with each other so that the desirable effects of all admixtures used will be realized.

90-4.02 MATERIALS

- Admixture materials shall conform to the provisions in Section 90–2.04, "Admixture Materials."

90-4.03 ADMIXTURE APPROVAL

- No admixture brand shall be used in the work unless it is on the Department's current list of approved brands for the type of admixture involved.
- Admixture brands will be considered for addition to the approved list if the manufacturer of the admixture submits to the Transportation Laboratory a sample of the admixture accompanied by certified test results demonstrating that the admixture complies with the requirements in the appropriate ASTM Designation and these specifications. The sample shall be sufficient to permit performance of all required tests. Approval of admixture brands will be dependent upon a determination as to compliance with the requirements, based on the certified test results submitted, together with tests the Department may elect to perform.
- When the Contractor proposes to use an admixture of a brand and type on the current list of approved admixture brands, the Contractor shall furnish a Certificate of Compliance from the manufacturer, as provided in Section 6-1.07, "Certificates of Compliance," certifying that the admixture furnished is the same as that previously approved. If a previously approved admixture is not accompanied by a Certificate of Compliance, the admixture shall not be used in the work until the Engineer has had sufficient time to make the appropriate tests and has approved the admixture for use. The Engineer may take samples for testing at any time, whether or not the admixture has been accompanied by a Certificate of Compliance.
- If a mineral admixture is delivered directly to the site of the work, the Certificate of Compliance shall be signed by the manufacturer or supplier of the mineral admixture. If the mineral admixture is used in ready-mix concrete or in precast concrete products purchased as such by the Contractor, the Certificate of Compliance shall be signed by the manufacturer of the concrete or product.

90-4.04 REQUIRED USE OF CHEMICAL ADMIXTURES AND CALCIUM CHLORIDE

- When the use of a chemical admixture or calcium chloride is specified, the admixture shall be used at the dosage specified, except that if no dosage is specified, the admixture shall be used at the dosage normally recommended by the manufacturer of the admixture.
- Calcium chloride shall be dispensed in liquid, flake, or pellet form. Calcium chloride dispensed in liquid form shall conform to the provisions for dispensing liquid admixtures in Section 90-4.10, "Proportioning and Dispensing Liquid Admixtures."

90-4.05 OPTIONAL USE OF CHEMICAL ADMIXTURES

- The Contractor will be permitted to use Type A or F, water-reducing; Type B, retarding; or Type D or G, water-reducing and retarding admixtures as described in ASTM Designation: C 494 to conserve cementitious material or to facilitate any concrete construction application subject to the following conditions:
 - A. When a water-reducing admixture or a water-reducing and retarding admixture is used, the cementitious material content specified or ordered may be reduced by a maximum of 5 percent by mass, except that the resultant cementitious material content shall be not less than 300 kilograms per cubic meter; and
 - B. When a reduction in cementitious material content is made, the dosage of admixture used shall be the dosage used in determining approval of the admixture.
- Unless otherwise specified, a Type C accelerating chemical admixture conforming to the requirements in ASTM Designation: C 494, may be used in portland cement concrete. Inclusion in the mix design submitted for approval will not be required provided that the admixture is added to counteract changing conditions that contribute to delayed setting of the portland cement concrete, and the use or change in dosage of the admixture is approved in writing by the Engineer.

90-4.06 REQUIRED USE OF AIR-ENTRAINING ADMIXTURES

- When air-entrainment is specified or ordered by the Engineer, the air-entraining admixture shall be used in amounts to produce a concrete having the specified air content as determined by California Test 504.

90-4.07 OPTIONAL USE OF AIR-ENTRAINING ADMIXTURES

- When air-entrainment has not been specified or ordered by the Engineer, the Contractor will be permitted to use an air-entraining admixture to facilitate the use of any construction procedure or equipment provided that the average air content, as determined by California Test 504, of 3 successive tests does not exceed 4 percent, and no single test value exceeds 5.5 percent. If the Contractor elects to use an air-entraining admixture in concrete for pavement, the Contractor shall so indicate at the time the Contractor designates the source of aggregate as provided in Section 40-1.015, "Cement Content."

90-4.08 REQUIRED USE OF MINERAL ADMIXTURES

- Unless otherwise specified, mineral admixture shall be combined with cement to make cementitious material.
- The calcium oxide content shall not exceed 10 percent when determined in conformance with the requirements in ASTM Designation: C 114. The available alkali content (as sodium oxide equivalent) shall not exceed 1.5 percent when determined in conformance with the requirements in ASTM Designation: C 311, or the total alkali content (as sodium oxide equivalent) shall not exceed 5.0 percent when determined in conformance with the requirements in ASTM Designation: D 4326.
- The amounts of cement and mineral admixture used in cementitious material shall be sufficient to satisfy the minimum cementitious material content requirements specified in Section 90-1.01, "Description," or Section 90-4.05, "Optional Use of Chemical Admixtures," and shall conform to the following:

- A. The minimum amount of cement shall not be less than 75 percent by mass of the specified minimum cementitious material content;
- B. The minimum amount of mineral admixture to be combined with cement shall be determined using one of the following criteria:
 1. When the calcium oxide content of a mineral admixture is equal to or less than 2 percent by mass, the amount of mineral admixture shall not be less than 15 percent by mass of the total amount of cementitious material to be used in the mix;
 2. When the calcium oxide content of a mineral admixture is greater than 2 percent, the amount of mineral admixture shall not be less than 25 percent by mass of the total amount of cementitious material to be used in the mix;
 3. When a mineral admixture that conforms to the provisions for silica fume in Section 90-2.04, "Admixture Materials," is used, the amount of mineral admixture shall not be less than 10 percent by mass of the total amount of cementitious material to be used in the mix
- C. The total amount of mineral admixture shall not exceed 35 percent by mass of the total amount of cementitious material to be used in the mix. Where Section 90-1.01, "Description," specifies a maximum cementitious content in kilograms per cubic meter, the total mass of cement and mineral admixture per cubic meter shall not exceed the specified maximum cementitious material content.

90-4.09 BLANK

90-4.10 PROPORTIONING AND DISPENSING LIQUID ADMIXTURES

- Chemical admixtures and air-entraining admixtures shall be dispensed in liquid form. Dispensers for liquid admixtures shall have sufficient capacity to measure at one time the prescribed quantity required for each batch of concrete. Each dispenser shall include a graduated measuring unit into which liquid admixtures are measured to within ± 5 percent of the prescribed quantity for each batch. Dispensers shall be located and maintained so that the graduations can be accurately read from the point at which proportioning operations are controlled to permit a visual check of batching accuracy prior to discharge. Each measuring unit shall be clearly marked for the type and quantity of admixture.

- Each liquid admixture dispensing system shall be equipped with a sampling device consisting of a valve located in a safe and readily accessible position such that a sample of the admixture may be withdrawn slowly by the Engineer.

- If more than one liquid admixture is used in the concrete mix, each liquid admixture shall have a separate measuring unit and shall be dispensed by injecting equipment located in such a manner that the admixtures are not mixed at high concentrations and do not interfere with the effectiveness of each other. When air-entraining admixtures are used in conjunction with other liquid admixtures, the air-entraining admixture shall be the first to be incorporated into the mix.

- When automatic proportioning devices are required for concrete pavement, dispensers for liquid admixtures shall operate automatically with the batching control equipment. The dispensers shall be equipped with an automatic warning system in good operating condition that will provide a visible or audible signal at the point at which proportioning operations are controlled when the quantity of admixture measured for each batch of concrete varies from the preselected dosage by more than 5 percent, or when the entire contents of the measuring unit are not emptied from the dispenser into each batch of concrete.
 - Unless liquid admixtures are added to premeasured water for the batch, their discharge into the batch shall be arranged to flow into the stream of water so that the admixtures are well dispersed throughout the batch, except that air-entraining admixtures may be dispensed directly into moist sand in the batching bins provided that adequate control of the air content of the concrete can be maintained.
 - Liquid admixtures requiring dosages greater than 2.5 L/m³ shall be considered to be water when determining the total amount of free water as specified in Section 90-6.06, "Amount of Water and Penetration."
 - Special admixtures, such as "high range" water reducers that may contribute to a high rate of slump loss, shall be measured and dispensed as recommended by the admixture manufacturer and as approved by the Engineer.

90-4.11 STORAGE, PROPORTIONING, AND DISPENSING OF MINERAL ADMIXTURES

- Mineral admixtures shall be protected from exposure to moisture until used. Sacked material shall be piled to permit access for tally, inspection and identification for each shipment.
 - Adequate facilities shall be provided to assure that mineral admixtures meeting the specified requirements are kept separate from other mineral admixtures in order to prevent any but the specified mineral admixtures from entering the work. Safe and suitable facilities for sampling mineral admixtures shall be provided at the weigh hopper or in the feed line immediately in advance of the hopper.
 - Mineral admixtures shall be incorporated into concrete using equipment conforming to the requirements for cement weigh hoppers, and charging and discharging mechanisms in ASTM Designation: C 94, in Section 90-5.03, "Proportioning," and in this Section 90-4.11.
 - When concrete is completely mixed in stationary paving mixers, the mineral admixture shall be weighed in a separate weigh hopper conforming to the provisions for cement weigh hoppers and charging and discharging mechanisms in Section 90-5.03A, "Proportioning for Pavement," and the mineral admixture and cement shall be introduced simultaneously into the mixer proportionately with the aggregate. If the mineral admixture is not weighed in a separate weigh hopper, the Contractor shall provide certification that the stationary mixer is capable of mixing the cement, admixture, aggregates and water uniformly prior to discharge. Certification shall contain the following:

- A. Test results for 2 compressive strength test cylinders of concrete taken within the first one-third and 2 compressive strength test cylinders of concrete taken within the last one-third of the concrete discharged from a single batch from the stationary paving mixer. Strength tests and cylinder preparation will be in conformance with the provisions of Section 90-9, "Compressive Strength;"
- B. Calculations demonstrating that the difference in the averages of 2 compressive strengths taken in the first one-third is no greater than 7.5 percent different than the averages of 2 compressive strengths taken in the last one-third of the concrete discharged from a single batch from the stationary paving mixer. Strength tests and cylinder preparation will be in conformance with the provisions of Section 90-9, "Compressive Strength;" and
- C. The mixer rotation speed and time of mixing prior to discharge that are required to produce a mix that meets the requirements above.

90-5 PROPORTIONING

90-5.01 STORAGE OF AGGREGATES

- Aggregates shall be stored or stockpiled in such a manner that separation of coarse and fine particles of each size shall be avoided and also that the various sizes shall not become intermixed before proportioning.
 - Aggregates shall be stored or stockpiled and handled in a manner that shall prevent contamination by foreign materials. In addition, storage of aggregates at batching or mixing facilities that are erected subsequent to the award of the contract and that furnish concrete to the project shall conform to the following:
- A. Intermingling of the different sizes of aggregates shall be positively prevented. The Contractor shall take the necessary measures to prevent intermingling. The preventive measures may include, but are not necessarily limited to, physical separation of stockpiles or construction of bulkheads of adequate length and height; and
 - B. Contamination of aggregates by contact with the ground shall be positively prevented. The Contractor shall take the necessary measures to prevent contamination. The preventive measures shall include, but are not necessarily limited

to, placing aggregates on wooden platforms or on hardened surfaces consisting of portland cement concrete, asphalt concrete, or cement treated material.

- In placing aggregates in storage or in moving the aggregates from storage to the weigh hopper of the batching plant, any method that may cause segregation, degradation, or the combining of materials of different gradings that will result in any size of aggregate at the weigh hopper failing to meet the grading requirements, shall be discontinued. Any method of handling aggregates that results in excessive breakage of particles shall be discontinued. The use of suitable devices to reduce impact of falling aggregates may be required by the Engineer.

90-5.02 PROPORTIONING DEVICES

- Weighing, measuring, or metering devices used for proportioning materials shall conform to the requirements in Section 9-1.01, "Measurement of Quantities," and this Section 90-5.02. In addition, automatic weighing systems shall comply with the requirements for automatic proportioning devices in Section 90-5.03A, "Proportioning for Pavement." Automatic devices shall be automatic to the extent that the only manual operation required for proportioning the aggregates, cement, and mineral admixture for one batch of concrete is a single operation of a switch or starter.

- Proportioning devices shall be tested at the expense of the Contractor as frequently as the Engineer may deem necessary to ensure their accuracy.

- Weighing equipment shall be insulated against vibration or movement of other operating equipment in the plant. When the plant is in operation, the mass of each batch of material shall not vary from the mass designated by the Engineer by more than the tolerances specified herein.

- Equipment for cumulative weighing of aggregate shall have a zero tolerance of ± 0.5 percent of the designated total batch mass of the aggregate. For systems with individual weigh hoppers for the various sizes of aggregate, the zero tolerance shall be ± 0.5 percent of the individual batch mass designated for each size of aggregate. Equipment for cumulative weighing of cement and mineral admixtures shall have a zero tolerance of ± 0.5 percent of the designated total batch mass of the cement and mineral admixture. Equipment for weighing cement or mineral admixture separately shall have a zero tolerance of ± 0.5 percent of their designated individual batch masses. Equipment for measuring water shall have a zero tolerance of ± 0.5 percent of its designated mass or volume.

- The mass indicated for any batch of material shall not vary from the preselected scale setting by more than the following:

- A. Aggregate weighed cumulatively shall be within 1.0 percent of the designated total batch mass of the aggregate. Aggregates weighed individually shall be within 1.5 percent of their respective designated batch masses; and
- B. Cement shall be within 1.0 percent of its designated batch mass. When weighed individually, mineral admixture shall be within 1.0 percent of its designated batch mass. When mineral admixture and cement are permitted to be weighed cumulatively, cement shall be weighed first to within 1.0 percent of its designated batch mass, and the total for cement and mineral admixture shall be within 1.0 percent of the sum of their designated batch masses; and
- C. Water shall be within 1.5 percent of its designated mass or volume.

- Each scale graduation shall be approximately 0.001 of the total capacity of the scale. The capacity of scales for weighing cement, mineral admixture, or cement plus mineral admixture and aggregates shall not exceed that of commercially available scales having single graduations indicating a mass not exceeding the maximum permissible mass variation above, except that no scale shall be required having a capacity of less than 500 kg, with 0.5-kg graduations.

90-5.03 PROPORTIONING

- Proportioning shall consist of dividing the aggregates into the specified sizes, each stored in a separate bin, and combining them with cement, mineral admixture, and water as provided in these specifications. Aggregates shall be proportioned by mass.

- At the time of batching, aggregates shall have been dried or drained sufficiently to result in a stable moisture content such that no visible separation of water from aggregate will take place during transportation from the proportioning plant to the point of mixing. In no event shall the free moisture content of the fine aggregate at the time of batching exceed 8 percent of its saturated, surface-dry mass.

- Should separate supplies of aggregate material of the same size group, but of different moisture content or specific gravity or surface characteristics affecting workability, be available at the proportioning plant, withdrawals shall be made from one supply exclusively and the materials therein completely exhausted before starting upon another.

- Bulk "Type IP (MS) Modified" cement shall be weighed in an individual hopper and shall be kept separate from the aggregates until the ingredients are released for discharge into the mixer.

- Bulk cement and mineral admixture may be weighed in separate, individual weigh hoppers or may be weighed in the same weigh hopper and shall be kept separate from the aggregates until the ingredients are released for discharge into the mixer. If the cement and mineral admixture are weighed cumulatively, the cement shall be weighed first.

- When cement and mineral admixtures are weighed in separate weigh hoppers, the weigh systems for the proportioning of the aggregate, the cement, and the mineral admixture shall be individual and distinct from all other weigh systems. Each weigh system shall be equipped with a hopper, a lever system, and an indicator to constitute an individual and independent material weighing device. The cement and the mineral admixture shall be discharged into the mixer simultaneously with the aggregate.

- The scales and weigh hoppers for bulk weighing cement, mineral admixture, or cement plus mineral admixture shall be separate and distinct from the aggregate weighing equipment.

- For batches with a volume of one cubic meter or more, the batching equipment shall conform to one of the following combinations:

- A. Separate boxes and separate scale and indicator for weighing each size of aggregate.

- B. Single box and scale indicator for all aggregates.

- C. Single box or separate boxes and automatic weighing mechanism for all aggregates.

- In order to check the accuracy of batch masses, the gross mass and tare mass of batch trucks, truck mixers, truck agitators, and non-agitating hauling equipment shall be determined when ordered by the Engineer. The equipment shall be weighed at the Contractor's expense on scales designated by the Engineer.

90-5.03A Proportioning for Pavement

- Aggregates and bulk cement, mineral admixture, and cement plus mineral admixture for use in pavement shall be proportioned by mass by means of automatic proportioning devices of approved type conforming to these specifications.

- The Contractor shall install and maintain in operating condition an electronically actuated moisture meter that will indicate, on a readily visible scale, changes in the moisture content of the fine aggregate as it is batched within a sensitivity of 0.5 percent by mass of the fine aggregate.

- The batching of cement, mineral admixture, or cement plus mineral admixture and aggregate shall be interlocked so that a new batch cannot be started until all weigh hoppers are empty, the proportioning devices are within zero tolerance, and the discharge gates are closed. The interlock shall permit no part of the batch to be discharged until all aggregate hoppers and the cement and mineral admixture hoppers or the cement plus mineral admixture hopper are charged with masses that are within the tolerances specified in Section 90-5.02, "Proportioning Devices."

- When interlocks are required for cement and mineral admixture charging mechanisms and cement and mineral admixtures are weighed cumulatively, their charging mechanisms shall be interlocked to prevent the introduction of mineral admixture until the mass of cement in the cement weigh hopper is within the tolerances specified in Section 90-5.02, "Proportioning Devices."

- The discharge gate on the cement and mineral admixture hoppers or the cement plus mineral admixture hopper shall be designed to permit regulating the flow of cement, mineral admixture, or cement plus mineral admixture into the aggregate as directed by the Engineer.

- When separate weigh boxes are used for each size of aggregate, the discharge gates shall permit regulating the flow of each size of aggregate as directed by the Engineer.

- Material discharged from the several bins shall be controlled by gates or by mechanical conveyors. The means of withdrawal from the several bins, and of discharge from the weigh box, shall be interlocked so that not more than one bin can discharge at a time, and so that the weigh box cannot be tripped until the required quantity from each of the several bins has been deposited therein. Should a separate weigh box be used for each size of aggregate, all may be operated and discharged simultaneously.

- When the discharge from the several bins is controlled by gates, each gate shall be actuated automatically so that the required mass is discharged into the weigh box, after which the gate shall automatically close and lock.

- The automatic weighing system shall be designed so that all proportions required may be set on the weighing controller at the same time.

90-6 MIXING AND TRANSPORTING

90-6.01 GENERAL

- Concrete shall be mixed in mechanically operated mixers, except that when permitted by the Engineer, batches not exceeding 0.25 m³ may be mixed by hand methods in conformance with the provisions in Section 90-6.05, "Hand-Mixing."

- Equipment having components made of aluminum or magnesium alloys that would have contact with plastic concrete during mixing, transporting, or pumping of portland cement concrete shall not be used.

- Concrete shall be homogeneous and thoroughly mixed, and there shall be no lumps or evidence of undispersed cement, mineral admixture, or cement plus mineral admixture.
- Uniformity of concrete mixtures will be determined by differences in penetration as determined by California Test 533, or slump as determined by ASTM Designation: C 143, and by variations in the proportion of coarse aggregate as determined by California Test 529.
- When the mix design specifies a penetration value, the difference in penetration, determined by comparing penetration tests on 2 samples of mixed concrete from the same batch or truck mixer load, shall not exceed 10 mm. When the mix design specifies a slump value, the difference in slump, determined by comparing slump tests on 2 samples of mixed concrete from the same batch or truck mixer load, shall not exceed the values given in the table below. Variation in the proportion of coarse aggregate will be determined by comparing the results of tests of 2 samples of mixed concrete from the same batch or truck mixer load and the difference between the 2 results shall not exceed 100 kg per cubic meter of concrete.

Average Slump	Maximum Permissible Difference
Less than 100-mm	25-mm
100-mm to 150-mm	38-mm
Greater than 150-mm to 225-mm	50-mm

- The Contractor, at the Contractor's expense, shall furnish samples of the freshly mixed concrete and provide satisfactory facilities for obtaining the samples.

90-6.02 MACHINE MIXING

- Concrete mixers may be of the revolving drum or the revolving blade type, and the mixing drum or blades shall be operated uniformly at the mixing speed recommended by the manufacturer. Mixers and agitators that have an accumulation of hard concrete or mortar shall not be used.
- The temperature of mixed concrete, immediately before placing, shall be not less than 10°C or more than 32°C. Aggregates and water shall be heated or cooled as necessary to produce concrete within these temperature limits. Neither aggregates nor mixing water shall be heated to exceed 65°C. If ice is used to cool the concrete, discharge of the mixer will not be permitted until all ice is melted.
- The batch shall be so charged into the mixer that some water will enter in advance of cementitious materials and aggregates. All water shall be in the drum by the end of the first one-fourth of the specified mixing time.
- Cementitious materials shall be batched and charged into the mixer by means that will not result either in loss of cementitious materials due to the effect of wind, in accumulation of cementitious materials on surfaces of conveyors or hoppers, or in other conditions that reduce or vary the required quantity of cementitious material in the concrete mixture.
- Paving and stationary mixers shall be operated with an automatic timing device. The timing device and discharge mechanism shall be interlocked so that during normal operation no part of the batch will be discharged until the specified mixing time has elapsed.
- The total elapsed time between the intermingling of damp aggregates and all cementitious materials and the start of mixing shall not exceed 30 minutes.
- The size of batch shall not exceed the manufacturer's guaranteed capacity.
- When producing concrete for pavement or base, suitable batch counters shall be installed and maintained in good operating condition at jobsite batching plants and stationary mixers. The batch counters shall indicate the exact number of batches proportioned and mixed.
- Concrete shall be mixed and delivered to the jobsite by means of one of the following combinations of operations:
 - A. Mixed completely in a stationary mixer and the mixed concrete transported to the point of delivery in truck agitators or in non-agitating hauling equipment (central-mixed concrete).
 - B. Mixed partially in a stationary mixer, and the mixing completed in a truck mixer (shrink-mixed concrete).
 - C. Mixed completely in a truck mixer (transit-mixed concrete).
 - D. Mixed completely in a paving mixer.
- Agitators may be truck mixers operating at agitating speed or truck agitators. Each mixer and agitator shall have attached thereto in a prominent place a metal plate or plates on which is plainly marked the various uses for which the equipment is designed, the manufacturer's guaranteed capacity of the drum or container in terms of the volume of mixed concrete and the speed of rotation of the mixing drum or blades.
- Truck mixers shall be equipped with electrically or mechanically actuated revolution counters by which the number of revolutions of the drum or blades may readily be verified.

- When shrink-mixed concrete is furnished, concrete that has been partially mixed at a central plant shall be transferred to a truck mixer and all requirements for transit-mixed concrete shall apply. No credit in the number of revolutions at mixing speed shall be allowed for partial mixing in a central plant.

90-6.03 TRANSPORTING MIXED CONCRETE

- Mixed concrete may be transported to the delivery point in truck agitators or truck mixers operating at the speed designated by the manufacturer of the equipment as agitating speed, or in non-agitating hauling equipment, provided the consistency and workability of the mixed concrete upon discharge at the delivery point is suitable for adequate placement and consolidation in place, and provided the mixed concrete after hauling to the delivery point conforms to the provisions in Section 90-6.01, "General."
 - Truck agitators shall be loaded not to exceed the manufacturer's guaranteed capacity and shall maintain the mixed concrete in a thoroughly mixed and uniform mass during hauling.
 - Bodies of non-agitating hauling equipment shall be constructed so that leakage of the concrete mix, or any part thereof, will not occur at any time.
 - Concrete hauled in open-top vehicles shall be protected during hauling against rain or against exposure to the sun for more than 20 minutes when the ambient temperature exceeds 24°C.
 - No additional mixing water shall be incorporated into the concrete during hauling or after arrival at the delivery point, unless authorized by the Engineer. If the Engineer authorizes additional water to be incorporated into the concrete, the drum shall be revolved not less than 30 revolutions at mixing speed after the water is added and before discharge is commenced.
 - The rate of discharge of mixed concrete from truck mixer-agitators shall be controlled by the speed of rotation of the drum in the discharge direction with the discharge gate fully open.
 - When a truck mixer or agitator is used for transporting concrete to the delivery point, discharge shall be completed within 1.5 hours or before 250 revolutions of the drum or blades, whichever occurs first, after the introduction of the cement to the aggregates. Under conditions contributing to quick stiffening of the concrete, or when the temperature of the concrete is 30°C or above, the time allowed may be less than 1.5 hours.
 - When non-agitating hauling equipment is used for transporting concrete to the delivery point, discharge shall be completed within one hour after the addition of the cement to the aggregates. Under conditions contributing to quick stiffening of the concrete, or when the temperature of the concrete is 30°C or above, the time between the introduction of cement to the aggregates and discharge shall not exceed 45 minutes.
 - Each load of concrete delivered at the jobsite shall be accompanied by a weighmaster certificate showing the mix identification number, non-repeating load number, date and time at which the materials were batched, the total amount of water added to the load, and for transit-mixed concrete, the reading of the revolution counter at the time the truck mixer is charged with cement. This weighmaster certificate shall also show the actual scale masses (kilograms) for the ingredients batched. Theoretical or target batch masses shall not be used as a substitute for actual scale masses.
 - Weighmaster certificates shall be provided in printed form, or if approved by the Engineer, the data may be submitted in electronic media. Electronic media shall be presented in a tab-delimited format on a 90 mm diskette with a capacity of at least 1.4 megabytes. Captured data, for the ingredients represented by each batch shall be "line feed, carriage return" (LFCR) and "one line, separate record" with allowances for sufficient fields to satisfy the amount of data required by these specifications.
 - The Contractor may furnish a weighmaster certificate accompanied by a separate certificate that lists the actual batch masses or measurements for a load of concrete provided that both certificates are imprinted with the same non-repeating load number that is unique to the contract and delivered to the jobsite with the load.
 - Weighmaster certificates furnished by the Contractor shall conform to the provisions in Section 9-1.01, "Measurement of Quantities."

90-6.04 TIME OR AMOUNT OF MIXING

- Mixing of concrete in paving or stationary mixers shall continue for the required mixing time after all ingredients, except water and admixture, if added with the water, are in the mixing compartment of the mixer before any part of the batch is released. Transfer time in multiple drum mixers shall not be counted as part of the required mixing time.
- The required mixing time, in paving or stationary mixers, of concrete used for concrete structures, except minor structures, shall be not less than 90 seconds or more than 5 minutes, except that when directed by the Engineer in writing, the requirements of the following paragraph shall apply.
 - The required mixing time, in paving or stationary mixers, except as provided in the preceding paragraph, shall be not less than 50 seconds or more than 5 minutes.
 - The minimum required revolutions at the mixing speed for transit-mixed concrete shall not be less than that recommended by the mixer manufacturer, but in no case shall the number of revolutions be less than that required to consistently produce concrete conforming to the provisions for uniformity in Section 90-6.01, "General."

90-6.05 HAND-MIXING

- Hand-mixed concrete shall be made in batches of not more than 0.25 m³ and shall be mixed on a watertight, level platform. The proper amount of coarse aggregate shall be measured in measuring boxes and spread on the platform and the fine aggregate shall be spread on this layer, the 2 layers being not more than 0.3 meters in total depth. On this mixture shall be spread the dry cement and mineral admixture and the whole mass turned no fewer than 2 times dry; then sufficient clean water shall be added, evenly distributed, and the whole mass again turned no fewer than 3 times, not including placing in the carriers or forms.

90-6.06 AMOUNT OF WATER AND PENETRATION

- The amount of water used in concrete mixes shall be regulated so that the penetration of the concrete as determined by California Test 533 or the slump of the concrete as determined by ASTM Designation: C 143 is within the "Nominal" values shown in the following table. When the penetration or slump of the concrete is found to exceed the nominal values listed, the mixture of subsequent batches shall be adjusted to reduce the penetration or slump to a value within the nominal range shown. Batches of concrete with a penetration or slump exceeding the maximum values listed shall not be used in the work. When Type F or Type G chemical admixtures are added to the mix, the penetration requirements shall not apply and the slump shall not exceed 225 mm after the chemical admixtures are added.

Type of Work	Nominal		Maximum	
	Penetration (mm)	Slump (mm)	Penetration (mm)	Slump (mm)
Concrete Pavement	0-25	—	40	—
Non-reinforced concrete facilities	0-35	—	50	—
Reinforced concrete structures				
Sections over 300-mm thick	0-35	—	65	—
Sections 300-mm thick or less	0-50	—	75	—
Concrete placed under water	—	150-200	—	225
Cast-in-place concrete piles	65-90	130-180	100	200

- The amount of free water used in concrete shall not exceed 183 kg/m³, plus 20 kg for each required 100 kg of cementitious material in excess of 325 kg/m³.
- The term free water is defined as the total water in the mixture minus the water absorbed by the aggregates in reaching a saturated surface-dry condition.
- Where there are adverse or difficult conditions that affect the placing of concrete, the above specified penetration and free water content limitations may be exceeded providing the Contractor is granted permission by the Engineer in writing to increase the cementitious material content per cubic meter of concrete. The increase in water and cementitious material shall be at a ratio not to exceed 30 kg of water per added 100 kg of cementitious material per cubic meter. The cost of additional cementitious material and water added under these conditions shall be at the Contractor's expense and no additional compensation will be allowed therefor.
- The equipment for supplying water to the mixer shall be constructed and arranged so that the amount of water added can be measured accurately. Any method of discharging water into the mixer for a batch shall be accurate within 1.5 percent of the quantity of water required to be added to the mix for any position of the mixer. Tanks used to measure water shall be designed so that water cannot enter while water is being discharged into the mixer and discharge into the mixer shall be made rapidly in one operation without dribbling. All equipment shall be arranged so as to permit checking the amount of water delivered by discharging into measured containers.

90-7 CURING CONCRETE

90-7.01 METHODS OF CURING

- Newly placed concrete shall be cured by the methods specified in this Section 90-7.01 and the special provisions.

90-7.01A Water Method

- The concrete shall be kept continuously wet by the application of water for a minimum curing period of 7 days after the concrete has been placed.
- When a curing medium consisting of cotton mats, rugs, carpets, or earth or sand blankets is to be used to retain the moisture, the entire surface of the concrete shall be kept damp by applying water with a nozzle that so atomizes the flow that a mist and not a spray is formed, until the surface of the concrete is covered with the curing medium. The moisture from the

nozzle shall not be applied under pressure directly upon the concrete and shall not be allowed to accumulate on the concrete in a quantity sufficient to cause a flow or wash the surface. At the expiration of the curing period, the concrete surfaces shall be cleared of all curing mediums.

- At the option of the Contractor, a curing medium consisting of white opaque polyethylene sheeting extruded onto burlap may be used to cure concrete structures. The polyethylene sheeting shall have a minimum thickness of 100 µm, and shall be extruded onto 283.5 gram burlap.
- At the option of the Contractor, a curing medium consisting of polyethylene sheeting may be used to cure concrete columns. The polyethylene sheeting shall have a minimum thickness of 250 µm achieved in a single layer of material.
- If the Contractor chooses to use polyethylene sheeting or polyethylene sheeting on burlap as a curing medium as specified above, these mediums and any joints therein shall be secured as necessary to provide moisture retention and shall be within 75 mm of the concrete at all points along the surface being cured. When these mediums are used, the temperature of the concrete shall be monitored during curing. If the temperature of the concrete cannot be maintained below 60°C, this method of curing shall be discontinued, and one of the other curing methods allowed for the concrete shall be used.
- When concrete bridge decks and flat slabs are to be cured without the use of a curing medium, the entire surface of the bridge deck or slab shall be kept damp by the application of water with an atomizing nozzle as specified in the preceding paragraph, until the concrete has set, after which the entire surface of the concrete shall be sprinkled continuously with water for a period of not less than 7 days.

90-7.01B Curing Compound Method

- Surfaces of the concrete that are exposed to the air shall be sprayed uniformly with a curing compound.
- Curing compounds to be used shall be as follows:
 1. Pigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 2, Class B, except the resin type shall be poly-alpha-methylstyrene.
 2. Pigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 2, Class B.
 3. Pigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 2, Class A.
 4. Non-pigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 1, Class B.
 5. Non-pigmented curing compound conforming to the requirements in ASTM Designation: C 309, Type 1, Class A.
 6. Non-pigmented curing compound with fugitive dye conforming to the requirements in ASTM Designation: C 309, Type 1-D, Class A.
- The infrared scan for the dried vehicle from curing compound (1) shall match the infrared scan on file at the Transportation Laboratory.
- The loss of water for each type of curing compound, when tested in conformance with the requirements in California Test 534, shall not be more than 0.15-kg/m² in 24 hours.
- The curing compound to be used will be specified elsewhere in these specifications or in the special provisions.
- When the use of curing compound is required or permitted elsewhere in these specifications or in the special provisions and no specific kind is specified, any of the curing compounds listed above may be used.
- Curing compound shall be applied at a nominal rate of 3.7 m²/L, unless otherwise specified.
- At any point, the application rate shall be within ±1.2 m²/L of the nominal rate specified, and the average application rate shall be within ±0.5 m²/L of the nominal rate specified when tested in conformance with the requirements in California Test 535. Runs, sags, thin areas, skips, or holidays in the applied curing compound shall be evidence that the application is not satisfactory.
- Curing compounds shall be applied using power operated spray equipment. The power operated spraying equipment shall be equipped with an operational pressure gage and a means of controlling the pressure. Hand spraying of small and irregular areas that are not reasonably accessible to mechanical spraying equipment, in the opinion of the Engineer, may be permitted.
- The curing compound shall be applied to the concrete following the surface finishing operation, immediately before the moisture sheen disappears from the surface, but before any drying shrinkage or craze cracks begin to appear. In the event of any drying or cracking of the surface, application of water with an atomizing nozzle as specified in Section 90-7.01A, "Water Method," shall be started immediately and shall be continued until application of the compound is resumed or started; however, the compound shall not be applied over any resulting freestanding water. Should the film of compound be damaged from any cause before the expiration of 7 days after the concrete is placed in the case of structures and 72 hours in the case of pavement, the damaged portion shall be repaired immediately with additional compound.
- At the time of use, compounds containing pigments shall be in a thoroughly mixed condition with the pigment uniformly dispersed throughout the vehicle. A paddle shall be used to loosen all settled pigment from the bottom of the container, and a power driven agitator shall be used to disperse the pigment uniformly throughout the vehicle.
- Agitation shall not introduce air or other foreign substance into the curing compound.

- The manufacturer shall include in the curing compound the necessary additives for control of sagging, pigment settling, leveling, de-emulsification, or other requisite qualities of a satisfactory working material. Pigmented curing compounds shall be manufactured so that the pigment does not settle badly, does not cake or thicken in the container, and does not become granular or curdled. Settlement of pigment shall be a thoroughly wetted, soft, mushy mass permitting the complete and easy vertical penetration of a paddle. Settled pigment shall be easily redispersed, with minimum resistance to the sideways manual motion of the paddle across the bottom of the container, to form a smooth uniform product of the proper consistency.

- Curing compounds shall remain sprayable at temperatures above 4°C and shall not be diluted or altered after manufacture.

- The curing compound shall be packaged in clean 1040-L totes, 210-L barrels or 19-L pails shall be supplied from a suitable storage tank located at the jobsite. The containers shall comply with "Title 49, Code of Federal Regulations, Hazardous Materials Regulations." The 1040-L totes and the 210-L barrels shall have removable lids and airtight fasteners. The 19-L pails shall be round and have standard full open head and bail. Lids with bungholes shall not be permitted. Settling or separation of solids in containers, except tanks, must be completely redispersed with low speed mixing prior to use, in conformance with these specifications and the manufacturer's recommendations. Mixing shall be accomplished either manually by use of a paddle or by use of a mixing blade driven by a drill motor, at low speed. Mixing blades shall be the type used for mixing paint. On site storage tanks shall be kept clean and free of contaminants. Each tank shall have a permanent system designed to completely redisperse settled material without introducing air or other foreign substances.

- Steel containers and lids shall be lined with a coating that will prevent destructive action by the compound or chemical agents in the air space above the compound. The coating shall not come off the container or lid as skins. Containers shall be filled in a manner that will prevent skinning. Plastic containers shall not react with the compound.

- Each container shall be labeled with the manufacturer's name, kind of curing compound, batch number, volume, date of manufacture, and volatile organic compound (VOC) content. The label shall also warn that the curing compound containing pigment shall be well stirred before use. Precautions concerning the handling and the application of curing compound shall be shown on the label of the curing compound containers in conformance with the Construction Safety Orders and General Industry Safety Orders of the State of California.

- Containers of curing compound shall be labeled to indicate that the contents fully comply with the rules and regulations concerning air pollution control in the State of California.

- When the curing compound is shipped in tanks or tank trucks, a shipping invoice shall accompany each load. The invoice shall contain the same information as that required herein for container labels.

- Curing compound will be sampled by the Engineer at the source of supply or at the jobsite or at both locations.

- Curing compound shall be formulated so as to maintain the specified properties for a minimum of one year. The Engineer may require additional testing before use to determine compliance with these specifications if the compound has not been used within one year or whenever the Engineer has reason to believe the compound is no longer satisfactory.

- Tests will be conducted in conformance with the latest ASTM test methods and methods in use by the Transportation Laboratory.

90-7.01C Waterproof Membrane Method

- The exposed finished surfaces of concrete shall be sprayed with water, using a nozzle that so atomizes the flow that a mist and not a spray is formed, until the concrete has set, after which the curing membrane shall be placed. The curing membrane shall remain in place for a period of not less than 72 hours.

- Sheeting material for curing concrete shall conform to the requirements in AASHTO Designation: M 171 for white reflective materials.

- The sheeting material shall be fabricated into sheets of such width as to provide a complete cover for the entire concrete surface. Joints in the sheets shall be securely cemented together in such a manner as to provide a waterproof joint. The joint seams shall have a minimum lap of 100 mm.

- The sheets shall be securely weighted down by placing a bank of earth on the edges of the sheets or by other means satisfactory to the Engineer.

- Should any portion of the sheets be broken or damaged before the expiration of 72 hours after being placed, the broken or damaged portions shall be immediately repaired with new sheets properly cemented into place.

- Sections of membrane that have lost their waterproof qualities or have been damaged to such an extent as to render them unfit for curing the concrete shall not be used.

90-7.01D Forms-In-Place Method

- Formed surfaces of concrete may be cured by retaining the forms in place. The forms shall remain in place for a minimum period of 7 days after the concrete has been placed, except that for members over 0.5-m in least dimension the forms shall remain in place for a minimum period of 5 days.

- Joints in the forms and the joints between the end of forms and concrete shall be kept moisture tight during the curing period. Cracks in the forms and cracks between the forms and the concrete shall be resealed by methods subject to the approval of the Engineer.

90-7.02 CURING PAVEMENT

- The entire exposed area of the pavement, including edges, shall be cured by the waterproof membrane method, or curing compound method using curing compound (1) or (2) as the Contractor may elect. Should the side forms be removed before the expiration of 72 hours following the start of curing, the exposed pavement edges shall also be cured. If the pavement is cured by means of the curing compound method, the sawcut and all portions of the curing compound that have been disturbed by sawing operations shall be restored by spraying with additional curing compound.

- Curing shall commence as soon as the finishing process provided in Section 40-1.10, "Final Finishing," has been completed. The method selected shall conform to the provisions in Section 90-7.01, "Methods of Curing."

- When the curing compound method is used, the compound shall be applied to the entire pavement surface by mechanical sprayers. Spraying equipment shall be of the fully atomizing type equipped with a tank agitator that provides for continual agitation of the curing compound during the time of application. The spray shall be adequately protected against wind, and the nozzles shall be so oriented or moved mechanically transversely as to result in the minimum specified rate of coverage being applied uniformly on exposed faces. Hand spraying of small and irregular areas, and areas inaccessible to mechanical spraying equipment, in the opinion of the Engineer, will be permitted. When the ambient air temperature is above 15°C, the Contractor shall fog the surface of the concrete with a fine spray of water as specified in Section 90-7.01A, "Water Method." The surface of the pavement shall be kept moist between the hours of 10:00 a.m. and 4:30 p.m. on the day the concrete is placed. However, the fogging done after the curing compound has been applied shall not begin until the compound has set sufficiently to prevent displacement. Fogging shall be discontinued if ordered in writing by the Engineer.

90-7.03 CURING STRUCTURES

- Newly placed concrete for cast-in-place structures, other than highway bridge decks, shall be cured by the water method, the forms-in-place method, or, as permitted herein, by the curing compound method, in conformance with the provisions in Section 90-7.01, "Methods of Curing."

- The curing compound method using a pigmented curing compound may be used on concrete surfaces of construction joints, surfaces that are to be buried underground, and surfaces where only Ordinary Surface Finish is to be applied and on which a uniform color is not required and that will not be visible from a public traveled way. If the Contractor elects to use the curing compound method on the bottom slab of box girder spans, the curing compound shall be curing compound (1).

- The top surface of highway bridge decks shall be cured by both the curing compound method and the water method. The curing compound shall be curing compound (1).

- Concrete surfaces of minor structures, as defined in Section 51-1.02, "Minor Structures," shall be cured by the water method, the forms-in-place method or the curing compound method.

- When deemed necessary by the Engineer during periods of hot weather, water shall be applied to concrete surfaces being cured by the curing compound method or by the forms-in-place method, until the Engineer determines that a cooling effect is no longer required. Application of water for this purpose will be paid for as extra work as provided in Section 4-1.03D, "Extra Work."

90-7.04 CURING PRECAST CONCRETE MEMBERS

- Precast concrete members shall be cured in conformance with any of the methods specified in Section 90-7.01, "Methods of Curing." Curing shall be provided for the minimum time specified for each method or until the concrete reaches its design strength, whichever is less. Steam curing may also be used for precast members and shall conform to the following provisions:

- A. After placement of the concrete, members shall be held for a minimum 4-hour presteaming period. If the ambient air temperature is below 10°C, steam shall be applied during the presteaming period to hold the air surrounding the member at a temperature between 10°C and 32°C.
- B. To prevent moisture loss on exposed surfaces during the presteaming period, members shall be covered as soon as possible after casting or the exposed surfaces shall be kept wet by fog spray or wet blankets.
- C. Enclosures for steam curing shall allow free circulation of steam about the member and shall be constructed to contain the live steam with a minimum moisture loss. The use of tarpaulins or similar flexible covers will be permitted, provided they are kept in good repair and secured in such a manner as to prevent the loss of steam and moisture.
- D. Steam at the jets shall be at low pressure and in a saturated condition. Steam jets shall not impinge directly on the concrete, test cylinders, or forms. During application of the steam, the temperature rise within the enclosure shall

not exceed 22°C per hour. The curing temperature throughout the enclosure shall not exceed 65°C and shall be maintained at a constant level for a sufficient time necessary to develop the required transfer strength. Control cylinders shall be covered to prevent moisture loss and shall be placed in a location where temperature is representative of the average temperature of the enclosure.

- E. Temperature recording devices that will provide an accurate, continuous, permanent record of the curing temperature shall be provided. A minimum of one temperature recording device per 60 m of continuous bed length will be required for checking temperature.
- F. Members in pretension beds shall be detensioned immediately after the termination of steam curing while the concrete and forms are still warm, or the temperature under the enclosure shall be maintained above 15°C until the stress is transferred to the concrete.
- G. Curing of precast concrete will be considered completed after termination of the steam curing cycle.

90-7.05 CURING PRECAST PRESTRESSED CONCRETE PILES

- Newly placed concrete for precast prestressed concrete piles shall be cured in conformance with the provisions in Section 90-7.04, "Curing Precast Concrete Members," except that piles in a corrosive environment shall be cured as follows:
 - A. Piles shall be either steam cured or water cured. If water curing is used, the piles shall be kept continuously wet by the application of water in conformance with the provisions in Section 90-7.01A, "Water Method."
 - B. If steam curing is used, the steam curing provisions in Section 90-7.04, "Curing Precast Concrete Members," shall apply except that the piles shall be kept continuously wet for their entire length for a period of not less than 3 days, including the holding and steam curing periods.

90-7.06 CURING SLOPE PROTECTION

- Concrete slope protection shall be cured in conformance with any of the methods specified in Section 90-7.01, "Methods of Curing."
- Concreted-rock slope protection shall be cured in conformance with any of the methods specified in Section 90-7.01, "Methods of Curing," or with a blanket of earth kept wet for 72 hours, or by sprinkling with a fine spray of water every 2 hours during the daytime for a period of 3 days.

90-7.07 CURING MISCELLANEOUS CONCRETE WORK

- Exposed surfaces of curbs shall be cured by pigmented curing compounds as specified in Section 90-7.01B, "Curing Compound Method."
- Concrete sidewalks, gutter depressions, island paving, curb ramps, driveways, and other miscellaneous concrete areas shall be cured in conformance with any of the methods specified in Section 90-7.01, "Methods of Curing."
- Shotcrete shall be cured for at least 72 hours by spraying with water, or by a moist earth blanket, or by any of the methods provided in Section 90-7.01, "Methods of Curing."
- Mortar and grout shall be cured by keeping the surface damp for 3 days.
- After placing, the exposed surfaces of sign structure foundations, including pedestal portions, if constructed, shall be cured for at least 72 hours by spraying with water, or by a moist earth blanket, or by any of the methods provided in Section 90-7.01, "Methods of Curing."

90-8 PROTECTING CONCRETE

90-8.01 GENERAL

- In addition to the provisions in Section 7-1.16, "Contractor's Responsibility for the Work and Materials," the Contractor shall protect concrete as provided in this Section 90-8.
 - Concrete shall not be placed on frozen or ice-coated ground or subgrade nor on ice-coated forms, reinforcing steel, structural steel, conduits, precast members, or construction joints.
 - Under rainy conditions, placing of concrete shall be stopped before the quantity of surface water is sufficient to damage surface mortar or cause a flow or wash of the concrete surface, unless the Contractor provides adequate protection against damage.
 - Concrete that has been frozen or damaged by other causes, as determined by the Engineer, shall be removed and replaced by the Contractor at the Contractor's expense.

90-8.02 PROTECTING CONCRETE STRUCTURES

- Structure concrete and shotcrete used as structure concrete shall be maintained at a temperature of not less than 7°C for 72 hours after placing and at not less than 4°C for an additional 4 days. When required by the Engineer, the Contractor shall submit a written outline of the proposed methods for protecting the concrete.

90-8.03 PROTECTING CONCRETE PAVEMENT

- Pavement concrete shall be maintained at a temperature of not less than 4°C for 72 hours. When required by the Engineer, the Contractor shall submit a written outline of the proposed methods for protecting the concrete.

- Except as provided in Section 7-1.08, "Public Convenience," the Contractor shall protect concrete pavement against construction and other activities that abrade, scar, discolor, reduce texture depth, lower coefficient of friction, or otherwise damage the surface. Stockpiling, drifting, or excessive spillage of soil, gravel, petroleum products, and concrete or asphalt mixes on the surface of concrete pavement is prohibited unless otherwise specified in these specifications, the special provisions or permitted by the Engineer.

- When ordered by the Engineer or shown on the plans or specified in the special provisions, pavement crossings shall be constructed for the convenience of public traffic. The material and work necessary for the construction of the crossings, and their subsequent removal and disposal, will be paid for at the contract unit prices for the items of work involved and if there are no contract items for the work involved, payment for pavement crossings will be made by extra work as provided in Section 4-1.03D, "Extra Work.". Where public traffic will be required to cross over the new pavement, Type III portland cement may be used in concrete, if permitted in writing by the Engineer. The pavement may be opened to traffic as soon as the concrete has developed a modulus of rupture of 3.8 MPa. The modulus of rupture will be determined by California Test 523.

- No traffic or Contractor's equipment, except as hereinafter provided, will be permitted on the pavement before a period of 10 days has elapsed after the concrete has been placed, nor before the concrete has developed a modulus of rupture of at least 3.8 MPa. Concrete that fails to attain a modulus of rupture of 3.8 MPa within 10 days shall not be opened to traffic until directed by the Engineer.

- Equipment for sawing weakened plane joints will be permitted on the pavement as specified in Section 40-1.08B, "Weakened Plane Joints."

- When requested in writing by the Contractor, the tracks on one side of paving equipment will be permitted on the pavement after a modulus of rupture of 2.4 MPa has been attained, provided that:

- A. Unit pressure exerted on the pavement by the paver shall not exceed 135 kPa;
- B. Tracks with cleats, grousers, or similar protuberances shall be modified or shall travel on planks or equivalent protective material, so that the pavement is not damaged; and
- C. No part of the track shall be closer than 0.3-m from the edge of pavement.

- In case of visible cracking of, or other damage to the pavement, operation of the paving equipment on the pavement shall be immediately discontinued.

- Damage to the pavement resulting from early use of pavement by the Contractor's equipment as provided above shall be repaired by the Contractor at the Contractor's expense.

- The State will furnish the molds and machines for testing the concrete for modulus of rupture, and the Contractor, at the Contractor's expense, shall furnish the material and whatever labor the Engineer may require.

90-9 COMPRESSIVE STRENGTH

90-9.01 GENERAL

- Concrete compressive strength requirements consist of a minimum strength that shall be attained before various loads or stresses are applied to the concrete and, for concrete designated by strength, a minimum strength at the age of 28 days or at the age otherwise allowed in Section 90-1.01, "Description." The various strengths required are specified in these specifications or the special provisions or are shown on the plans.

- The compressive strength of concrete will be determined from test cylinders that have been fabricated from concrete sampled in conformance with the requirements of California Test 539. Test cylinders will be molded and initially field cured in conformance with California Test 540. Test cylinders will be cured and tested after receipt at the testing laboratory in conformance with the requirements of California Test 521. A strength test shall consist of the average strength of 2 cylinders fabricated from material taken from a single load of concrete, except that, if any cylinder should show evidence of improper sampling, molding, or testing, that cylinder shall be discarded and the strength test shall consist of the strength of the remaining cylinder.

- When concrete compressive strength is specified as a prerequisite to applying loads or stresses to a concrete structure or member, test cylinders for other than steam cured concrete will be cured in conformance with Method 1 of

California Test 540. The compressive strength of concrete determined for these purposes will be evaluated on the basis of individual tests.

- When concrete is designated by 28-day compressive strength rather than by cementitious material content, the concrete strength to be used as a basis for acceptance of other than steam cured concrete will be determined from cylinders cured in conformance with Method 1 of California Test 540. If the result of a single compressive strength test at the maximum age specified or allowed is below the specified strength but is 95 percent or more of the specified strength, the Contractor shall, at the Contractor's expense, make corrective changes, subject to approval of the Engineer, in the mix proportions or in the concrete fabrication procedures, before placing additional concrete, and shall pay to the State \$14 for each in-place cubic meter of concrete represented by the deficient test. If the result of a single compressive strength test at the maximum age specified or allowed is below 95 percent of the specified strength, but is 85 percent or more of the specified strength, the Contractor shall make the corrective changes specified above, and shall pay to the State \$20 for each in place cubic meter of concrete represented by the deficient test. In addition, such corrective changes shall be made when the compressive strength of concrete tested at 7 days indicates, in the judgment of the Engineer, that the concrete will not attain the required compressive strength at the maximum age specified or allowed. Concrete represented by a single test that indicates a compressive strength of less than 85 percent of the specified 28-day compressive strength will be rejected in conformance with the provisions in Section 6-1.04, "Defective Materials."

- If the test result indicates that the compressive strength at the maximum curing age specified or allowed is below the specified strength, but is 85 percent or more of the specified strength, payments to the State as required above shall be made, unless the Contractor, at the Contractor's expense, obtains and submits evidence acceptable to the Engineer that the strength of the concrete placed in the work meets or exceeds the specified 28-day compressive strength. If the test result indicates a compressive strength at the maximum curing age specified or allowed below 85 percent, the concrete represented by that test will be rejected, unless the Contractor, at the Contractor's expense, obtains and submits evidence acceptable to the Engineer that the strength and quality of the concrete placed in the work are acceptable. If the evidence consists of tests made on cores taken from the work, the cores shall be obtained and tested in conformance with the requirements in ASTM Designation: C 42.

- No single compressive strength test shall represent more than 250 m³.

- When a precast concrete member is steam cured, the compressive strength of the concrete will be determined from test cylinders that have been handled and stored in conformance with Method 3 of California Test 540. The compressive strength of steam cured concrete will be evaluated on the basis of individual tests representing specific portions of production. When the concrete is designated by 28-day compressive strength rather than by cementitious material content, the concrete shall be considered to be acceptable whenever its compressive strength reaches the specified 28-day compressive strength provided that strength is reached in not more than the maximum number of days specified or allowed after the member is cast.

- When concrete is specified by compressive strength, prequalification of materials, mix proportions, mixing equipment, and procedures proposed for use will be required prior to placement of the concrete. Prequalification shall be accomplished by the submission of acceptable certified test data or trial batch reports by the Contractor. Prequalification data shall be based on the use of materials, mix proportions, mixing equipment, procedures, and size of batch proposed for use in the work.

- Certified test data, in order to be acceptable, shall indicate that not less than 90 percent of at least 20 consecutive tests exceed the specified strength at the maximum number of cure days specified or allowed, and none of those tests are less than 95 percent of specified strength. Strength tests included in the data shall be the most recent tests made on concrete of the proposed mix design and all shall have been made within one year of the proposed use of the concrete.

- Trial batch test reports, in order to be acceptable, shall indicate that the average compressive strength of 5 consecutive concrete cylinders, taken from a single batch, at not more than 28 days (or the maximum age allowed) after molding shall be at least 4 MPa greater than the specified 28-day compressive strength, and no individual cylinder shall have a strength less than the specified strength at the maximum age specified or allowed. Data contained in the report shall be from trial batches that were produced within one year of the proposed use of specified strength concrete in the project. Whenever air-entrainment is required, the air content of trial batches shall be equal to or greater than the air content specified for the concrete without reduction due to tolerances.

- Tests shall be performed in conformance with either the appropriate California Test methods or the comparable ASTM test methods. Equipment employed in testing shall be in good condition and shall be properly calibrated. If the tests are performed during the life of the contract, the Engineer shall be notified sufficiently in advance of performing the tests in order to witness the test procedures.

- The certified test data and trial batch test reports shall include the following information:

- A. Date of mixing.
- B. Mixing equipment and procedures used.
- C. The size of batch in cubic meters and the mass, type, and source of all ingredients used.
- D. Penetration of the concrete.

- E. The air content of the concrete if an air-entraining admixture is used.
- F. The age at time of testing and strength of all concrete cylinders tested.

- Certified test data and trial batch test reports shall be signed by an official of the firm that performed the tests.
- When approved by the Engineer, concrete from trial batches may be used in the work at locations where concrete of a lower quality is required and the concrete will be paid for as the type or class of concrete required at that location.
 - After materials, mix proportions, mixing equipment, and procedures for concrete have been prequalified for use, additional prequalification by testing of trial batches will be required prior to making changes that, in the judgment of the Engineer, could result in a strength of concrete below that specified.
 - The Contractor's attention is directed to the time required to test trial batches and the Contractor shall be responsible for production of trial batches at a sufficiently early date so that the progress of the work is not delayed.
 - When precast concrete members are manufactured at the plant of an established manufacturer of precast concrete members, the mix proportions of the concrete shall be determined by the Contractor, and a trial batch and prequalification of the materials, mix proportions, mixing equipment, and procedures will not be required.

90-10 MINOR CONCRETE

90-10.01 GENERAL

- Concrete for minor structures, slope paving, curbs, sidewalks and other concrete work, when designated as minor concrete on the plans, in the specifications, or in the contract item, shall conform to the provisions specified herein.
- The Engineer, at the Engineer's discretion, will inspect and test the facilities, materials and methods for producing the concrete to ensure that minor concrete of the quality suitable for use in the work is obtained.

90-10.02 MATERIALS

- Minor concrete shall conform to the following requirements:

90-10.02A Cementitious Material

- Cementitious material shall conform to the provisions in Section 90-1.01, "Description."

90-10.02B Aggregate

- Aggregate shall be clean and free from deleterious coatings, clay balls, roots, and other extraneous materials.
- The Contractor shall submit to the Engineer for approval, a grading of the combined aggregate proposed for use in the minor concrete. After acceptance of the grading, aggregate furnished for minor concrete shall conform to that grading, unless a change is authorized in writing by the Engineer.
 - The Engineer may require the Contractor to furnish periodic test reports of the aggregate grading furnished. The maximum size of aggregate used shall be at the option of the Contractor, but in no case shall the maximum size be larger than 37.5 mm or smaller than 19 mm.
 - The Engineer may waive, in writing, the gradation requirements in this Section 90-10.02B, if, in the Engineer's opinion, the furnishing of the gradation is not necessary for the type or amount of concrete work to be constructed.

90-10.02C Water

- Water used for washing, mixing, and curing shall be free from oil, salts, and other impurities that would discolor or etch the surface or have an adverse affect on the quality of the concrete.

90-10.02D Admixtures

- The use of admixtures shall conform to the provisions in Section 90-4, "Admixtures."

90-10.03 PRODUCTION

- Cementitious material, water, aggregate, and admixtures shall be stored, proportioned, mixed, transported, and discharged in conformance with recognized standards of good practice that will result in concrete that is thoroughly and uniformly mixed, that is suitable for the use intended, and that conforms to requirements specified herein. Recognized standards of good practice are outlined in various industry publications such as are issued by American Concrete Institute, AASHTO, or the Department.
 - The cementitious material content of minor concrete shall conform to the provisions in Section 90-1.01, "Description."

- The amount of water used shall result in a consistency of concrete conforming to the provisions in Section 90-6.06, "Amount of Water and Penetration." Additional mixing water shall not be incorporated into the concrete during hauling or after arrival at the delivery point, unless authorized by the Engineer.

- Discharge of ready-mixed concrete from the transporting vehicle shall be made while the concrete is still plastic and before stiffening occurs. An elapsed time of 1.5 hours (one hour in non-agitating hauling equipment), or more than 250 revolutions of the drum or blades, after the introduction of the cementitious material to the aggregates, or a temperature of concrete of more than 32°C will be considered conditions contributing to the quick stiffening of concrete. The Contractor shall take whatever action is necessary to eliminate quick stiffening, except that the addition of water will not be permitted.

- The required mixing time in stationary mixers shall be not less than 50 seconds or more than 5 minutes.

- The minimum required revolutions at mixing speed for transit-mixed concrete shall be not less than that recommended by the mixer manufacturer, and shall be increased, if necessary, to produce thoroughly and uniformly mixed concrete.

- Each load of ready-mixed concrete shall be accompanied by a weighmaster certificate that shall be delivered to the Engineer at the discharge location of the concrete, unless otherwise directed by the Engineer. The weighmaster certificate shall be clearly marked with the date and time of day when the load left the batching plant and, if hauled in truck mixers or agitators, the time the mixing cycle started.

- A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," shall be furnished to the Engineer, prior to placing minor concrete from a source not previously used on the contract, stating that minor concrete to be furnished meets contract requirements, including minimum cementitious material content specified.

90-10.04 CURING MINOR CONCRETE

- Curing minor concrete shall conform to the provisions in Section 90-7, "Curing Concrete."

90-10.05 PROTECTING MINOR CONCRETE

- Protecting minor concrete shall conform to the provisions in Section 90-8, "Protecting Concrete," except the concrete shall be maintained at a temperature of not less than 4°C for 72 hours after placing.

90-10.06 MEASUREMENT AND PAYMENT

- Minor concrete will be measured and paid for in conformance with the provisions specified in the various sections of these specifications covering concrete construction when minor concrete is specified in the specifications, shown on the plans, or indicated by contract item in the Engineer's Estimate.

90-11 MEASUREMENT AND PAYMENT

90-11.01 MEASUREMENT

- Portland cement concrete will be measured in conformance with the provisions specified in the various sections of these specifications covering construction requiring concrete.

- When it is provided that concrete will be measured at the mixer, the volume in cubic meters shall be computed as the total mass of the batch in kilograms divided by the density of the concrete in kilograms per cubic meter. The total mass of the batch shall be calculated as the sum of all materials, including water, entering the batch. The density of the concrete will be determined in conformance with the requirements in California Test 518.

90-11.02 PAYMENT

- Portland cement concrete will be paid for in conformance with the provisions specified in the various sections of these specifications covering construction requiring concrete.

- Full compensation for furnishing and incorporating admixtures required by these specifications or the special provisions will be considered as included in the contract prices paid for the concrete involved and no additional compensation will be allowed therefor.

- Should the Engineer order the Contractor to incorporate any admixtures in the concrete when their use is not required by these specifications or the special provisions, furnishing the admixtures and adding them to the concrete will be paid for as extra work as provided in Section 4-1.03D, "Extra Work."

- Should the Contractor use admixtures in conformance with the provisions in Section 90-4.05, "Optional Use of Chemical Admixtures," or Section 90-4.07, "Optional Use of Air-entraining Admixtures," or should the Contractor request and obtain permission to use other admixtures for the Contractor's benefit, the Contractor shall furnish those admixtures and incorporate them into the concrete at the Contractor's expense and no additional compensation will be allowed therefor.

SECTION 91: PAINT

Issue Date: November 18, 2005

Section 91-3, "Paints for Timber," of the Standard Specifications is amended to read:

91-3 PAINTS FOR TIMBER

91-3.01 WOOD PRIMER, LATEX-BASE

Classification:

- This specification covers a ready-mixed priming paint for use on unpainted wood or exterior woodwork. It shall conform with the requirements in the Detailed Performance Standards of the Master Painters Institute (MPI) for exterior wood primers, and be listed on the Exterior Latex Wood Primer MPI List Number 6.

91-3.02 PAINT; LATEX-BASE FOR EXTERIOR WOOD, WHITE AND TINTS

Classification:

- This specification covers a ready-mixed paint for use on wood surfaces subject to outside exposures. This paint shall conform to the requirements in the Detailed Performance Standards of the Master Painters Institute (MPI) for Paint, Latex, Exterior, and shall be listed on the following MPI Approved Products List:

- A. Exterior Latex, Flat MPI Gloss Level 1, MPI List Number 10.
- B. Exterior Latex, Semi-Gloss, MPI Gloss Level 5, MPI List Number 11.
- C. Exterior Latex, Gloss, MPI Gloss Level 6, MPI List Number 119.

- Unpainted wood shall first be primed with wood primer conforming to the provisions in Section 91-3.01, "Wood Primer, Latex-Base."

Section 91-4, "Miscellaneous Paints," of the Standard Specifications is amended to read:

91-4 MISCELLANEOUS PAINTS

91-4.01 THROUGH 91-4.04 (BLANK)

91-4.05 PAINT; ACRYLIC EMULSION, EXTERIOR WHITE AND LIGHT AND MEDIUM TINTS

Classification:

- This specification covers an acrylic emulsion paint designed for use on exterior masonry. This paint shall conform to the requirements in the Detailed Performance Standards of the Master Painters Institute (MPI) for Paint, Latex, Exterior, and shall be listed on the following MPI Approved Products Lists:

- A. Exterior Latex, Flat MPI Gloss Level 1, MPI List Number 10.
- B. Exterior Latex, Semi-Gloss, MPI Gloss Level 5, MPI List Number 11.
- C. Exterior Latex, Gloss, MPI Gloss Level 6, MPI List Number 119.

- This paint may be tinted by using "universal" or "all purpose" concentrates.

SECTION 92: ASPHALTS

Issue Date: November 18, 2005

Section 92, "Asphalts," of the Standard Specifications is amended to read:

92-1.01 DESCRIPTION

- Asphalt shall consist of refined petroleum or a mixture of refined liquid asphalt and refined solid asphalt, prepared from crude petroleum. Asphalt shall be:

- A. Free from residues caused by the artificial distillation of coal, coal tar, or paraffin.
- B. Free from water.
- C. Homogeneous.

92-1.02 MATERIALS

92-1.02(A) General

• The Contractor shall furnish asphalt under the Department's "Certification Program for Suppliers of Asphalt." The Department maintains the program requirements, procedures, and a list of approved suppliers at:

<http://www.dot.ca.gov/hq/esc/Translab/fpmcoc.htm>

- The Contractor shall ensure the safe transportation, storage, use, and disposal of asphalt.
- The Contractor shall prevent the formation of carbonized particles caused by overheating asphalt during manufacturing or construction.

92-1.02(B) Grades

- Performance graded (PG) asphalt binder shall conform to the following:

Performance Graded Asphalt Binder

Property	AASHTO Test Method	Specification				
		Grade				
		PG 58-22 ^a	PG 64-10	PG 64-16	PG 64-28	PG 70-10
Original Binder						
Flash Point, Minimum °C	T48	230	230	230	230	230
Solubility, Minimum % ^b	T44	99	99	99	99	99
Viscosity at 135°C, ^c Maximum, Pa·s	T316	3.0	3.0	3.0	3.0	3.0
Dynamic Shear, Test Temp. at 10 rad/s, °C Minimum G*/sin(delta), kPa	T315	58 1.00	64 1.00	64 1.00	64 1.00	70 1.00
RTFO Test, ^e Mass Loss, Maximum, %	T240	1.00	1.00	1.00	1.00	1.00
RTFO Test Aged Binder						
Dynamic Shear, Test Temp. at 10 rad/s, °C Minimum G*/sin(delta), kPa	T315	58 2.20	64 2.20	64 2.20	64 2.20	70 2.20
Ductility at 25°C Minimum, cm	T51	75	75	75	75	75
PAV ^f Aging, Temperature, °C	R28	100	100	100	100	110
RTFO Test and PAV Aged Binder						
Dynamic Shear, Test Temp. at 10 rad/s, °C Maximum G*/sin(delta), kPa	T315	22 ^d 5000	31 ^d 5000	28 ^d 5000	22 ^d 5000	34 ^d 5000
Creep Stiffness, Test Temperature, °C Maximum S-value, Mpa Minimum M-value	T313	-12 300 0.300	0 300 0.300	-6 300 0.300	-18 300 0.300	0 300 0.300

Notes:

- a. For use as asphalt rubber base stock for high mountain and high desert area.
 - b. The Engineer will waive this specification if the supplier is a Quality Supplier as defined by the Department's "Certification Program for Suppliers of Asphalt."
 - c. The Engineer will waive this specification if the supplier certifies the asphalt binder can be adequately pumped and mixed at temperatures meeting applicable safety standards.
 - d. Test the sample at 3°C higher if it fails at the specified test temperature. G*/sin(delta) shall remain 5000 kPa maximum.
 - e. "RTFO Test" means the asphaltic residue obtained using the Rolling Thin Film Oven Test, AASHTO Test Method T240 or ASTM Designation: D 2872.
 - f. "PAV" means Pressurized Aging Vessel.
- Performance based asphalt (PBA) binder shall conform to the following:

Performance Based Asphalt Binder

Property	AASHTO Test Method	Specification			
		Grade			
		PBA 6a	PBA 6a(mod)	PBA 6b	PBA 7
Absolute Viscosity (60°C), Pa·s(x10 ⁻¹) ^a Original Binder, Minimum RTFO Aged Residue ^b , Minimum	T202	2000 5000	2000 5000	2000 5000	1100 3000
Kinematic Viscosity (135°C), m ² /s(x10 ⁻⁶) Original Binder, Maximum RTFO Aged Residue, Minimum	T201	2000 275	2000 275	2000 275	2000 275
Absolute Viscosity Ratio (60°C), Maximum RTFO Test Visc./Orig. Visc.	—	4.0	4.0	4.0	4.0
Flash Point, Cleveland Open Cup, °C, ^d Original Binder, Minimum	T48	232	232	232	232
Mass Loss After RTFO Test, %	T240	0.60	0.60	0.60	0.60
Solubility in Trichloroethylene, % ^c Original Binder, Minimum	T44	Report	Report	Report	Report
Ductility (25°C, 5 cm/min), cm RTFO Test Aged Residue ^b , Minimum	T51	60	60	60	75
On RTFO Test Aged Residue, °C: 1 to 10 rad/sec: SSD ≥ 0 and Phase Angle (at 1 rad/sec) < 72°	r	—	35	—	—
On Residue from PAV ^g at temp., °C Or Residue from Tilt Oven ^f (@113°C), hours	R28	100 36	100 36	100 36	110 72
^e SSD ≥ -115(SSV)-50.6, °C	r	—	—	—	25
Stiffness, Test Temperature, °C Maximum S-value, MPa Minimum M-value	T313	-24 300 0.300	-24 300 0.300	-30 300 0.300	-6 300 0.300

Notes:

- a. Absolute viscosity (60°C) will be determined at one sec⁻¹ using ASTM Designation: D 4957 with Asphalt Institute vacuum capillary viscometers.
- b. "RTFO Aged Residue" means the asphaltic residue obtained using the Rolling Thin Film Oven Test (RTFO Test), AASHTO Test Method T240 or ASTM Designation: D 2872.
- c. There is no requirement; however results of the test shall be part of the certified copy of test results furnished with the Certificate of Compliance.
- d. "Residue from Tilt Oven " means the asphalt obtained using California Test 374, Method B, "Method for Determining Asphalt Durability Using the California Tilt-Oven Durability Test."
- e. "SSD" means Shear Susceptibility of Delta; "SSV" means Shear Susceptibility of Viscosity.
- f. California Test 381.
- g. "PAV" means Pressurized Aging Vessel.

92-1.02(C) Sampling

- The Contractor shall provide a sampling device in the asphalt feed line connecting the plant storage tanks to the asphalt weighing system or spray bar. The sampling device shall be accessible between 600 mm and 750 mm above the platform. The Contractor shall provide a receptacle for flushing the sampling device.
 - The sampling device shall include a valve:
 - A. With a diameter between 10 mm and 20 mm.
 - B. Manufactured in a manner that a one-liter sample may be taken slowly at any time during plant operations.
 - C. Maintained in good condition.

- The Contractor shall replace failed valves.
- In the presence of the Engineer, the Contractor will take 2 one-liter samples per operating day. The Contractor shall provide round, friction top, one-liter containers for storing samples.

92-1.03 APPLYING ASPHALT

- Unless otherwise specified, the Contractor shall heat and apply asphalt in conformance with the provisions in Section 93, "Liquid Asphalts."
- The Contractor shall apply paving asphalt at a temperature between 120°C and 190°C. The Engineer will determine the exact temperature of paving asphalt.

92-1.04 MEASUREMENT

- If asphalt is paid as a contract work item on a mass basis, the Department will measure asphalt by the tonne under the provisions for determining the mass for payment of liquid asphalt in Section 93, "Liquid Asphalt."
- The Engineer will determine the mass of asphalt from volumetric measurements if the Contractor:

- A. Uses partial loads of asphalt.
- B. Uses asphalt at locations other than a mixing plant and no suitable scales are available within 35 km.
- C. Delivers asphalt meeting either of the following:
 1. In calibrated trucks and each tank is accompanied by its measuring stick and calibration card.
 2. In trucks equipped with a calibrated thermometer that determines the asphalt temperature at the time of delivery and equipped with a vehicle tank meter meeting Section 9-1.01, "Measurement of Quantities," for weighing, measuring, and metering devices.

- If the Contractor furnishes asphalt concrete from a mixing plant producing material for only one project, the Department will determine the amount of asphalt from volumetric measurements by measuring the amount in the tank at the start and the end of the project provided the tank is calibrated and equipped with its measuring stick and calibration card. The Engineer will determine pay quantities in conformance with the following:

- A. Before converting the volume to mass, the Engineer will reduce the volume measured to that which the asphalt would occupy at 15°C.
- B. The Engineer will use 981 L/tonne and 1020 g/L for the average weight and volume for both PG and PBA grades of asphalt at 15°C.
- C. The Engineer will use the Conversion Table in Section 93, "Liquid Asphalts."

SECTION 93: LIQUID ASPHALTS

Issue Date: November 18, 2005

The ninth paragraph of Section 93-1.04, "Measurement," of the Standard Specifications is amended to read:

- The following Legend and Conversion Table is to be used for converting volumes of liquid asphalt products, Grades 70 to 3000, inclusive, and paving asphalt Grades PG 58-22, PG 64-10, PG 64-16, PG 64-28, and PG 70-10, and Grades PBA 6a, PBA 6a (mod), PBA 6b, and PBA 7.

SECTION 95: EPOXY

Issue Date: June 30, 2006

Section 95, "Epoxy," of the Standard Specifications is amended to read:

95-1 GENERAL

95-1.01 DESCRIPTION

- These specifications are intended to specify epoxy that will meet service requirements for highway construction.
- Epoxy shall be furnished as 2 components, which shall be mixed together at the site of the work.

95-1.02 SAMPLING AND TESTING

- Epoxy shall not be used prior to sampling and testing unless its use is permitted prior to sampling and testing in conformance with the provisions in Section 6-1.07, "Certificates of Compliance."
- Tests will be conducted in conformance with the latest test methods of the American Society for Testing and Materials, and California Test Methods in use by the Transportation Laboratory.
- Epoxy components shall be formulated to maintain the specified properties for a minimum of one year. The Engineer may require additional testing of any epoxy component that has not been used within one year of manufacture.

95-1.03 PACKAGING, LABELING AND STORING

- Each component shall be packaged in containers of size proportional to the amount of that component in the mix so that one container of each component is used in mixing one batch of epoxy. The containers shall be of such design that all of the contents may be readily removed and shall be well sealed to prevent leakage. The containers and labeling shall meet U.S. Department of Transportation Hazardous Material Shipping Regulations, and the containers shall be of a material, or lined with a material, of such character as to resist any action by the components. Each container shall be clearly labeled with the ASTM Designation: C881 Class and Type; designation (Component A or B); manufacturer's name; date of manufacture; batch number (a batch shall consist of a single charge of all components in a mixing chamber); all directions for use (as specified elsewhere) and such warning or precautions concerning the contents as may be required by State or Federal Laws and Regulations. The manufacturer of the finished epoxy components shall furnish a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," and a copy of the label for each material. The certificate shall include a list, by Title and Section, of the State and Federal packaging and labeling laws and regulations that the manufacturer has complied with.
- Attention is directed to the characteristic of some epoxy components to crystallize or thicken excessively prior to use when stored at temperatures below 2°C. Any material which shows evidence of crystallization or a permanent increase in viscosity or settling of pigments which cannot be readily redispersed with a paddle shall not be used.

95-1.04 DIRECTIONS FOR USE

- At the time of mixing, components A and B shall be at a temperature between 15°C and 30°C, unless otherwise specified. Any heating of the adhesive components shall be done by application of indirect heat. Immediately prior to mixing, each component shall be thoroughly mixed with a paddle. Separate paddles shall be used to stir each component. Immediately prior to use, the 2 components shall be thoroughly mixed together in the specified ratios. No solvent shall be added to any epoxy.
- After mixing, epoxies shall be placed in the work and any overlaying or inserted material which is to be bonded to the work by the epoxy shall also be placed before thickening of the epoxy has begun. Surfaces upon which epoxy is to be placed shall be free of rust, paint, grease, asphalt, and loose and deleterious material. When epoxy is used as a binder to make epoxy concrete or mortar, the 2 components of epoxy shall be thoroughly mixed together before the aggregate is added and, unless otherwise specified, the mix proportions shall consist of one part of binder to approximately 4 parts of aggregate, by volume. Aggregate for use in epoxy concrete and mortar shall be clean and shall have a moisture content of not more than 0.50-percent when tested by California Test 226. Surfaces against which epoxy concrete and mortar are to be placed shall be primed with a coat of the epoxy used just prior to placing the concrete or mortar.

95-2 TYPES OF EPOXIES

95-2.01 BINDER (ADHESIVE), EPOXY RESING BASE

Classification:

- This specification covers a low viscosity epoxy formulated primarily for use in making high-strength epoxy concrete and epoxy mortar and in pressure grouting of cracks in concrete. For load bearing applications, use ASTM Designation: C 881, Type IV, Grade 1, Class B or C. Class B or C shall be used depending on the substrate and ambient temperatures. Use Grade B for atmospheric and surface temperatures as low as 4°C. Use Class C when temperatures are 15°C or higher. For non-load bearing applications use ASTM Designation: C881, Type I, Grade 1, Class B or C. Apply no thicker than recommended by the manufacturer. Thick sections of this epoxy are not suitable for use in freeze thaw environments. In a freeze-thaw environment, increase the aggregate loading to improve the properties of the epoxy concrete.

Directions for Use:

- Mix in conformance with the manufacturer's written recommendations. No more material shall be mixed than can be used within the pot-life from the time mixing operations are started.

95-2.02 (BLANK)

95-2.03 EPOXY RESIN ADHESIVE FOR BONDING NEW CONCRET TO OLD CONCRETE

Classification:

• This specification covers a low viscosity paste epoxy formulated primarily for use in bonding new portland cement concrete to hardened portland cement concrete. The epoxy shall meet the specification requirements of ASTM Designation: C 881, Type V, Grade 2. This epoxy is available in 2 Classes: Class C for general use at temperature greater than 15°C and Class B for use when cure temperatures are below 15°C and above 4°C, or when a faster cure is required.

Directions for Use:

• The mixing ratio and use shall be in conformance with the manufacturer's written recommendations. When measuring as individual Components A and B, stir and tap the measuring containers to remove possible air voids. The ingredients in Components A and B shall be thoroughly dispersed such that each component forms a uniform paste. Do not mix more material than can be spread within the pot life from the time mixing operations are started. The spreading rate shall be sufficient to thoroughly coat the surface. Spread the mixed adhesive by brush or roller over blast-cleaned concrete at a rate recommended by the manufacturer. The new concrete shall be placed against the adhesive coating on the old concrete before the adhesive has set. If the adhesive has set and is not tacky prior to placing the new concrete, a new coating of adhesive shall be applied.

95-2.04 RAPID SET EPOXY ADHESIVE FOR PAVEMENT MARKERS

Classification:

• This specification covers a high viscosity paste, rapid set epoxy formulated primarily for use in bonding pavement markers to portland cement concrete and asphalt concrete. The adhesive shall meet ASTM Designation: C 881, Type IV, Grade 3, Class B and C except that the gel time may be shorter than 30 minutes. The adhesive shall conform to these requirements and the following.

Characteristics of Combined Components:

• All tests shall be performed in conformance with the requirements in California Test 434.

Property	Requirement
Gel time, minutes, maximum, at 25°C	30
Bond Strength to Concrete, Time, minutes (maximum) to reach not less than 1.4 MPa	
at 25°C ±1°C	35
at 10°C ±1°C	45
Slant Shear Strength	
2 days at 25°C ±1°C, MPa	7
14 days at 25°C ±1°C, plus water soak, MPa	10.5
Tensile Adhesion and Cohesion	
Ceramic marker bottom, MPa	4.8 min.
Ceramic marker bottom, including post cure, MPa	4.8 min.
Retroreflective pavement marker bottom, MPa	3.4 min.
Color of mixed epoxy	gray
Glass transition temperature, Tg, samples conditioned at 25°C for 24 hours, ASTM Designation: D 4065	30°C min.

Directions for Use:

• Components A and B shall be mixed in conformance with the manufacturer's written recommendations. When an automatic proportioning and mixing machine is used, the temperature of the components shall be maintained by indirect heating or cooling, so that the adhesive will meter, mix and extrude properly. The maximum temperature shall be such that after proper mixing no excess adhesive shall flow from under the marker other than that specified in Section 85-1.06, "Placement."

95-2.05 STANDARD SET EPOXY ADHESIVE FOR PAVEMENT MARKERS

Classification:

- This specification covers a high viscosity paste standard set epoxy formulated primarily for use in bonding pavement markers to portland cement concrete and asphalt concrete. The epoxy shall meet ASTM Designation: C 881, Type IV, Viscosity Grade 3, Classes B or C, except that the gel time may be shorter than 30 minutes.

Characteristics of Combined Components:

- All tests shall be performed in conformance with the requirements in California Test 434.

Property	Requirement
Gel time, minutes, maximum, at 25°C	30
Bond Strength to Concrete, Time (maximum) to reach not less than 1.4 MPa	
at 25°C ±1°C	3.5 hours
at 13°C ±1°C	24 hours
Slant Shear Strength	
2 days at 25°C ±1°C, MPa	7 min.
14 days at 25°C ±1°C, plus water soak, MPa	10.5 min.
Tensile Adhesion and Cohesion	
Ceramic marker bottom, MPa	4.8 min.
Ceramic marker bottom, including post cure, MPa	4.8 min.
Reflective pavement marker bottom, MPa	3.4 min.
Color of Mixed Components	gray
Glass transition temperature, T _g , samples conditioned at 25°C for 24 hours, ASTM Designation: D 4065	30°C min.

Directions for Use:

- Components A and B shall be mixed in conformance with the manufacturer's written recommendations. When an automatic proportioning and mixing machine is used, the temperature of the components shall be maintained by indirect heating or cooling, so that the adhesive will meter, mix and extrude properly. The maximum temperature shall be such that after proper mixing no excess adhesive shall flow from under the marker other than that specified in Section 85-1.06, "Placement."

95-2.06 (BLANK)

95-2.07 (BLANK)

95-2.08 (BLANK)

95-2.09 EPOXY SEALANT FOR INDUCTIVE LOOPS

Classification:

- This specification covers a high viscosity liquid epoxy formulated primarily for use in sealing inductive wire loops and leads imbedded in asphalt concrete and portland cement concrete for traffic signal controls and vehicle counters. This epoxy is to be used for repair work on existing spalls, cracks and other deformations in and around saw cuts housing inductor loops and leads. The rapid cure allows minimum traffic delay. This sealant is suitable for use in freeze-thaw areas. The epoxy shall meet ASTM Designation: C 881, Type I, Grade 2 and the following requirements.

Characteristics of Combined Components:

- All tests shall be performed in conformance with the requirements in California Test 434.

Property	Requirement
Gel time, minutes, maximum	30
On 3-mm cast sheet, cured 18 hours at 25°C, + 5 hours at 70°C	
Tensile Strength, MPa	2.7 min.
Elongation, percent	90 min.
Shore D Hardness	45 min.

Directions for Use:

- Saw cuts shall be cleaned with compressed air to remove all excess moisture and debris. For repairing damaged saw cuts, all loose spalled material shall be cleaned away from the saw cut, chipping back to sound asphalt concrete or portland cement concrete and all loose material cleaned from loop wires.
- The mixing ratio shall be in conformance with the manufacturer's recommendations. No more material shall be mixed than can be used within the gel time from the time mixing operations are started.
- When automatic mixing equipment is used for mixing the sealant, the provisions in the twelfth paragraph in Section 85-1.06, "Placement," shall apply.

95-2.10 (BLANK)

95-2.11 EPOXY RESIN ADHESIVE FOR INJECTION GROUTING OF PORTLAND CEMENT CONCRETE PAVEMENTS

Directions for Use:

- Both components and the mixed material shall contain no solvents. The mixing ratio of the components in terms of volume and mass shall be clearly stated. The material shall be suitable for use in the mixing equipment used by the applicator. Epoxy adhesive samples shall be furnished to the Engineer for testing at least 12 days before the expected time of use.

Characteristics of Adhesive:

Test ^a	California Test	Requirement
Brookfield Viscosity, No. 3 Spindle at 20 rpm, Pa·s at 25°C	434, Part 4	0.9 max.
Gel time, minutes	434, Part 1	2 to 15
Slant Shear Strength on Dry Concrete, MPa, after 4 days of cure in air at 25°C ±1°C	434, Part 5 ^b	41.4 min.
Slant Shear Strength on Wet Concrete, MPa, after 4 days of cure in air at 25°C ±1°C	434, Part 5 ^b	21.1 min.
Tensile Strength, Mpa	434, Part 7, except test after 4 days of cure at 25°C ±1°C	31.0 min.
Elongation, %	434, Part 7, except test after 4 days of cure at 25°C ±1°C	10 max.

a The mixing ratio used will be that recommended by the manufacturer.

b For slant shear strength on concrete, delete Sections B-1 and B-5 of California Test 434, Part 5. For dry concrete, use Step "2" below only. For wet concrete, use both Steps "1" & "2":

1 Soak blocks in water for 24 hours at 25°C ±1°C. Remove and wipe off excess water.

2 Mix epoxy as described in California Test 434, Part 1, and apply a coat approximately 250 µm-inch thick to each diagonal surface. Place four 3-mm square pieces of shim stock 305 µm thick on one block to control final film thickness. Before pressing the coated surfaces together, leave the blocks so that the coated surfaces are horizontal until the epoxy reacts slightly to prevent excessive flow.

END OF AMENDMENTS

SECTION 2. PROPOSAL REQUIREMENTS AND CONDITIONS

2-1.01 GENERAL

The bidder's attention is directed to the provisions in Section 2, "Proposal Requirements and Conditions," of the Standard Specifications and these special provisions for the requirements and conditions which the bidder must observe in the preparation of the Proposal form and the submission of the bid.

The Bidder's Bond form mentioned in the last paragraph in Section 2-1.07, "Proposal Guaranty," of the Standard Specifications will be found following the signature page of the Proposal.

Submit request for substitution of an "or equal" item, and the data substantiating the request to the Department of Transportation, District 12, 3347 Michelson Drive, Suite 100, Irvine, CA 92612-1692, Attn: CTO Desk - Construction Office, so that the request is received by the Department by close of business on the fourth day, not including Saturdays, Sundays and legal holidays, following bid opening.

In conformance with Public Contract Code Section 7106, a Noncollusion Affidavit is included in the Proposal. Signing the Proposal shall also constitute signature of the Noncollusion Affidavit.

The Contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of title 49, part 26, Code of Federal Regulations (49 CFR 26) in the award and administration of USDOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate. Each subcontract signed by the bidder must include this assurance.

Failure of the bidder to fulfill the requirements of the Special Provisions for submittals required to be furnished after bid opening, including but not limited to escrowed bid documents, where applicable, may subject the bidder to a determination of the bidder's responsibility in the event it is the apparent low bidder on a future public works contracts.

2-1.015 FEDERAL LOBBYING RESTRICTIONS

Section 1352, Title 31, United States Code prohibits Federal funds from being expended by the recipient or any lower tier subrecipient of a Federal-aid contract to pay for any person for influencing or attempting to influence a Federal agency or Congress in connection with the awarding of any Federal-aid contract, the making of any Federal grant or loan, or the entering into of any cooperative agreement.

If any funds other than Federal funds have been paid for the same purposes in connection with this Federal-aid contract, the recipient shall submit an executed certification and, if required, submit a completed disclosure form as part of the bid documents.

A certification for Federal-aid contracts regarding payment of funds to lobby Congress or a Federal agency is included in the Proposal. Standard Form - LLL, "Disclosure of Lobbying Activities," with instructions for completion of the Standard Form is also included in the Proposal. Signing the Proposal shall constitute signature of the Certification.

The above-referenced certification and disclosure of lobbying activities shall be included in each subcontract and any lower-tier contracts exceeding \$100,000. All disclosure forms, but not certifications, shall be forwarded from tier to tier until received by the Engineer.

The Contractor, subcontractors and any lower-tier contractors shall file a disclosure form at the end of each calendar quarter in which there occurs any event that requires disclosure or that materially affects the accuracy of the information contained in any disclosure form previously filed by the Contractor, subcontractors and any lower-tier contractors. An event that materially affects the accuracy of the information reported includes:

- A. A cumulative increase of \$25,000 or more in the amount paid or expected to be paid for influencing or attempting to influence a covered Federal action; or
- B. A change in the person(s) or individual(s) influencing or attempting to influence a covered Federal action; or,
- C. A change in the officer(s), employee(s), or Member(s) contacted to influence or attempt to influence a covered Federal action.

2-1.02 DISADVANTAGED BUSINESS ENTERPRISE (DBE)

This project is subject to title 49, part 26, Code of Federal Regulations (49 CFR 26) entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs." In order to ensure the Department achieves its federally mandated statewide overall DBE goal, the Department encourages the participation of Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR 26 in the performance of contracts financed in whole or in part with Federal Funds. The Contractor shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of subcontracts.

Bidders shall be fully informed respecting the requirements of the Regulations. The Regulations in their entirety are incorporated herein by this reference. Attention is directed to the following matters:

- A. A DBE must be a small business concern as defined pursuant to Section 3 of U.S. Small Business Act and relevant regulations promulgated pursuant thereto.
- B. A DBE may participate as a prime contractor, subcontractor, joint venture partner with a prime or subcontractor, vendor of material or supplies, or as a trucking company.
- C. A DBE joint venture partner must be responsible for specific contract items of work, or clearly defined portions thereof. Responsibility means actually performing, managing and supervising the work with its own forces. The DBE joint venture partner must share in the capital contribution, control, management, risks and profits of the joint venture commensurate with its ownership interest.
- D. A DBE must perform a commercially useful function, i.e., must be responsible for the execution of a distinct element of the work and must carry out its responsibility by actually performing, managing and supervising the work.
- E. DBEs must be certified by the California Unified Certification Program (CUCP). Listings of DBEs certified by the CUCP are available from the following sources:
 - 1. The Department's web site at <http://www.dot.ca.gov/hq/bep>.
 - 2. The Department's DBE Directory. This Directory may be obtained from the Department of Transportation, Materiel Operations Branch, Publication Distribution Unit, 1900 Royal Oaks Drive, Sacramento, California 95815, Telephone: (916) 445-3520.
- F. When reporting DBE participation, bidders may count the cost of materials or supplies purchased from DBEs as follows:

1. If the materials or supplies are obtained from a DBE manufacturer, count 100 percent of the cost of the materials or supplies. A DBE manufacturer is a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract and of the general character described by the specifications.
2. If the materials or supplies are purchased from a DBE regular dealer, count 60 percent of the cost of the materials or supplies. A DBE regular dealer is a firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. To be a DBE regular dealer, the firm must be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question. A person may be a DBE regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone, or asphalt without owning, operating, or maintaining a place of business as provided in this paragraph F.2. if the person both owns and operates distribution equipment for the products. Any supplementing of regular dealers' own distribution equipment shall be by a long-term lease agreement and not on an ad hoc or contract-by-contract basis. Packagers, brokers, manufacturers' representatives, or other persons who arrange or expedite transactions are not DBE regular dealers within the meaning of this paragraph F.2.
3. If the DBE is neither a manufacturer nor a regular dealer, count only the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on a job site, provided the fees are reasonable and not excessive as compared with fees charged for similar services.

G. When reporting DBE participation, bidders may count the participation of DBE trucking companies as follows:

1. The DBE must be responsible for the management and supervision of the entire trucking operation for which it is responsible on a particular contract.
2. The DBE must itself own and operate at least one fully licensed, insured, and operational truck used on the contract.
3. The DBE receives credit for the total value of the transportation services it provides on the contract using trucks it owns, insures, and operates using drivers it employs.
4. The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.
5. The DBE may also lease trucks from a non-DBE firm, including an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission it receives as a result of the lease arrangement. The DBE does not receive credit for the total value of the transportation services provided by the lessee, since these services are not provided by a DBE.
6. For the purposes of this paragraph G, a lease must indicate that the DBE has exclusive use of and control over the truck. This does not preclude the leased truck from working for others during the term of the lease with the consent of the DBE, so long as the lease gives the DBE absolute priority for use of the leased truck. Leased trucks must display the name and identification number of the DBE.

H. Bidders are encouraged to use services offered by financial institutions owned and controlled by DBEs.

SECTION 3. AWARD AND EXECUTION OF CONTRACT

The bidder's attention is directed to the provisions in Section 3, "Award and Execution of Contract," of the Standard Specifications and these special provisions for the requirements and conditions concerning award and execution of contract.

Requests for relief of bid and bid protests are to be delivered to the following address: Department of Transportation, MS 43, Attn: Office Engineer, 1727 30th Street, Sacramento, CA 95816 or by facsimile to the Office Engineer at (916) 227-6282.

The award of the contract, if it be awarded, will be to the lowest responsible bidder whose proposal complies with all the requirements prescribed.

The contract shall be executed by the successful bidder and shall be returned, together with the contract bonds and the documents identified in Section 3-1.025, "Insurance Policies," of the Standard Specifications, to the Department so that it is received within 10 days, not including Saturdays, Sundays and legal holidays, after the bidder has received the contract for execution. Failure to do so shall be just cause for forfeiture of the proposal guaranty. The executed contract documents shall be delivered to the following address: Department of Transportation MS 43, Attn: Office Engineer, 1727 30th Street, Sacramento, CA 95816.

A "CALTRANS BIDDER - DBE INFORMATION" form will be included in the contract documents to be executed by the successful bidder. The purpose of the form is to collect data required under 49 CFR 26. Even if no DBE participation will be reported, the successful bidder must execute and return the form.

The bidder's "CALTRANS BIDDER - DBE INFORMATION" form should include the names, addresses and phone numbers of DBE firms that will participate, with a complete description of work or supplies to be provided by each, and the dollar value of each DBE transaction. When 100 percent of a contract item of work is not to be performed or furnished by a DBE, a description of the exact portion of that work to be performed or furnished by that DBE should be included in the DBE information, including the planned location of that work. A bidder certified as a DBE should describe the work it has committed to performing with its own forces as well as any other work that it has committed to be performed by DBE subcontractors, suppliers and trucking companies.

The bidder is encouraged to provide written confirmation from each DBE that the DBE is participating in the contract. A copy of a DBE's quote will serve as written confirmation that the DBE is participating in the contract. If a DBE is participating as a joint venture partner, the bidder is encouraged to submit a copy of the joint venture agreement.

The "CALTRANS BIDDER - DBE INFORMATION" form should be returned to the Department by the successful bidder with the executed contract, contract bonds and the documents identified in Section 3-1.025, "Insurance Policies," of the Standard Specifications.

A "Payee Data Record" form will be included in the contract documents to be executed by the successful bidder. The purpose of the form is to facilitate the collection of taxpayer identification data. The form shall be completed and returned to the Department by the successful bidder with the executed contract, contract bonds and the documents identified in Section 3-1.025, "Insurance Policies," of the Standard Specifications. For the purposes of the form, payee shall be deemed to mean the successful bidder. The form is not to be completed for subcontractors or suppliers. Failure to complete and return the "Payee Data Record" form to the Department as provided herein will result in the retention of 31 percent of payments due the Contractor and penalties of up to \$20,000. This retention of payments for failure to complete the "Payee Data Record" form is in addition to any other retention of payments due the Contractor.

SECTION 4. BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES

Attention is directed to the provisions in Section 8-1.03, "Beginning of Work," in Section 8-1.06, "Time of Completion," and in Section 8-1.07, "Liquidated Damages," of the Standard Specifications and these special provisions.

The Contractor shall begin work within 15 calendar days after the contract has been approved by the Attorney General or the attorney appointed and authorized to represent the Department of Transportation.

The work shall be diligently prosecuted to completion before the expiration of **1,060 WORKING DAYS** beginning on the fifteenth calendar day after approval of the contract.

The Contractor shall pay to the State of California the sum of \$5,200 per day, for each and every calendar day's delay in finishing the work in excess of **1,060 WORKING DAYS**.

The second through fourth paragraphs, inclusive, of Section 8-1.06, "Time of Completion," of the Standard Specifications shall not apply for this project. Saturdays, Sundays, and legal holidays shall be counted as working days.

Full compensation for any additional costs occasioned by compliance with the provisions in this section shall be considered as included in the prices paid for the various contract items of work and no additional compensation will be allowed therefor.

It is anticipated that water will be available in sufficient quantities for the prosecution of the work. However, water shortages may occur during the life of the contract. Arrangements or commitments obtained by the Department are not a part of the contract. It is expressly understood and agreed that the Department assumes no responsibility to the bidder or Contractor whatsoever in respect to the arrangements made with the source. The Contractor shall assume all risks in connection with the use of the source and the terms upon which the use shall be made. There is no warranty or guaranty, either expressed or implied, to the quantity of water that can be obtained from the source. If the Department has compiled "Materials Information", as referred to in "Watering" of these special provisions, the bidder or Contractor is cautioned to make independent investigations and obtain the commitments or allocations as the bidder or Contractor deems necessary to verify the quantity of water available. The Contractor shall, at the Contractor's expense, make arrangements or obtain commitments or allocations necessary to provide water for the project.

During the progress of the work, if water becomes unavailable or unavailable in the quantities needed for prosecution of the work, the unavailability of water will be considered a "shortage of materials" in conformance with the provisions in Section 8-1.07, "Liquidated Damages," of the Standard Specifications except for compensation. The Contractor will be granted an extension of time and will not be assessed with liquidated damages for any portion of the delay in completion of the work beyond the time shown above for the completion of the work caused by the unavailability of water, provided the Contractor notifies the Engineer and furnishes proof of the "shortage of materials" as required in the third and fourth paragraphs in Section 8-1.07, "Liquidated Damages," of the Standard Specifications. If the Contractor sustains delay costs or damages which could not have been avoided by the judicious handling of forces, equipment and plant, there shall be paid to the Contractor the amount the Engineer may find to be a fair and reasonable compensation for the part of the Contractor's

actual loss, as, in the opinion of the Engineer, was unavoidable, determined in the same manner as provided for right of way delays in Section 8-1.09, "Right of Way Delays," of the Standard Specifications. The Contractor shall be entitled to no other compensation for such delay. The provisions in Section 5-1.116, "Differing Site Conditions," of the Standard Specifications shall not apply to the unavailability of water.

SECTION 5. GENERAL

SECTION 5-1. MISCELLANEOUS

5-1.01 PLANS AND WORKING DRAWINGS

When the specifications require working drawings to be submitted to the Division of Structure Design, the drawings shall be submitted to: Division of Structure Design, Documents Unit, Mail Station 9, 1801 30th Street, Sacramento, CA 95816, Telephone 916 227-8252.

5-1.013 LINES AND GRADES

Attention is directed to Section 5-1.07, "Lines and Grades," of the Standard Specifications.

Stakes or marks will be set by the Engineer in conformance with the requirements in Chapter 12, "Construction Surveys," of the Department's Surveys Manual.

5-1.017 CONTRACT BONDS

Attention is directed to Section 3-1.02, "Contract Bonds," of the Standard Specifications and these special provisions.

The payment bond shall be in a sum not less than one hundred percent of the total amount payable by the terms of the contract.

5-1.018 GUARANTEE

GENERAL

The Contractor shall guarantee the work is in accordance with contract requirements and remains free from substantial defects in materials and workmanship for a period of one year after contract acceptance. For certain portions of the work where the Director relieves the Contractor of responsibility in accordance with Section 7-1.15, "Relief from Maintenance and Responsibility," of the Standard Specifications, the guarantee period starts on the relief date and ends one year therefrom.

Substantial defects in materials and workmanship means defective work objectively manifested by damaged, displaced, or missing parts or components and workmanship resulting in improper function of materials, components, equipment, or systems, as installed or manufactured by the Contractor, subcontractor, supplier, or manufacturer.

During the guarantee period, the Contractor shall repair or replace contract work and associated work which is not in accordance with contract requirements or has substantial defects in materials and workmanship. The Contractor shall perform the corrective work with no expense to the Department other than State-provided field inspection services.

The guarantee of work excludes damage or displacement that is outside the control of the Contractor and caused by normal wear and tear, improper operation, insufficient maintenance, abuse, unauthorized modification, or natural disaster as described in Section 7-1.165, "Damage by Storm, Flood, Tsunami or Earthquake," of the Standard Specifications.

The Contractor shall have the same insurance coverage during corrective work operations as prior to contract acceptance, in accordance with Section 7-1.12, "Indemnification and Insurance," of the Standard Specifications.

The contract bonds furnished in accordance with Section 3-1.02, "Contract Bonds," of the Standard Specifications must remain in full force and effect during the guarantee period and until all corrective work is complete.

In the case of conflict between this guarantee provision and any warranty provision included in the contract, the warranty provision shall govern for the specific construction product or feature covered.

CORRECTIVE WORK

During the guarantee period, the Department will monitor performance of the highway facilities completed by the Contractor and will perform a thorough review of the contract work at least 60 days before the expiration of the one-year guarantee.

If the Engineer discovers contract work not in compliance with contract requirements or that has substantial defects in materials and workmanship, at any time during the guarantee period, a list of items that require corrective work will be developed and forwarded to the Contractor. Within 15 days of receipt of a list, the Contractor shall submit to the Engineer a detailed plan for performing corrective work. The work plan shall include a start to finish schedule. It shall include a list of labor, equipment, materials, and any special services intended to be used. It shall clearly show related work including traffic control, temporary delineation, and permanent delineation.

The Contractor shall start the corrective and related work within 15 days of receiving notice from the Engineer that the Contractor's work plan is approved. The corrective work shall be diligently prosecuted and completed within the time allotted in the approved work plan.

If the Engineer determines that corrective work, covered by the guarantee, is urgently needed to prevent injury or property damage, the Engineer will give the Contractor a request to start emergency repair work and a list of items that require repair work. The Contractor shall mobilize within 24 hours and diligently perform emergency repair work on the damaged highway facilities. The Contractor shall submit a work plan within 5 days of starting emergency repair work.

If the Contractor fails to commence and execute, with due diligence, corrective work and related work required under the guarantee in the time allotted, the Engineer may proceed to have the work performed by State forces or other forces at the Contractor's expense. Upon demand, the Contractor shall pay all costs incurred by the Department for work performed by State forces or other forces including labor, equipment, material, and special services.

PAYMENT

Full compensation for performing corrective work; and related work such as traffic control, temporary delineation, and permanent delineation, and to maintain insurance coverage and bonds, shall be considered as included in the contract prices paid for the various contract items of work and no separate payment will be made therefor.

5-1.019 COST REDUCTION INCENTIVE

Attention is directed to Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications.

Prior to preparing a written cost reduction proposal, the Contractor shall request a meeting with the Engineer to discuss the proposal in concept. Items of discussion will also include permit issues, impact on other projects, impact on the project schedule, peer reviews, overall merit of the proposal, and review times required by the Department and other agencies.

If a cost reduction proposal submitted by the Contractor, and subsequently approved by the Engineer, provides for a reduction in contract time, 50 percent of that contract time reduction shall be credited to the State by reducing the contract working days, not including plant establishment. Attention is directed to "Beginning of Work, Time of Completion and Liquidated Damages" of these special provisions regarding the working days.

If a cost reduction proposal submitted by the Contractor, and subsequently approved by the Engineer, provides for a reduction in traffic congestion or avoids traffic congestion during construction, 60 percent of the estimated net savings in construction costs attributable to the cost reduction proposal will be paid to the Contractor. In addition to the requirements in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications, the Contractor shall provide detailed comparisons of the traffic handling between the existing contract and the proposed change, and estimates of the traffic volumes and congestion.

5-1.02 LABOR NONDISCRIMINATION

Attention is directed to the following Notice that is required by Chapter 5 of Division 4 of Title 2, California Code of Regulations.

NOTICE OF REQUIREMENT FOR NONDISCRIMINATION PROGRAM

(GOV. CODE, SECTION 12990)

Your attention is called to the "Nondiscrimination Clause", set forth in Section 7-1.01A(4), "Labor Nondiscrimination," of the Standard Specifications, which is applicable to all nonexempt State contracts and subcontracts, and to the "Standard California Nondiscrimination Construction Contract Specifications" set forth therein. The specifications are applicable to all nonexempt State construction contracts and subcontracts of \$5000 or more.

5-1.022 EXCLUSION OF RETENTION

In conformance with 49 CFR, Part 26, Subpart B, Section 26.29 (b)(1), the retention of proceeds required by Public Contract Code Section 10261 shall not apply. In conformance with Public Contract Code 7200 (b), in subcontracts between the Contractor and a subcontractor and in subcontracts between a subcontractor and any subcontractor thereunder, retention proceeds shall not be withheld, and the exceptions provided in Public Contract Code 7200 (c) shall not apply. At the option of the Contractor, subcontractors may be required to furnish payment and performance bonds issued by an admitted surety insurer.

The third paragraph of Section 9-1.06, "Partial Payments," of the Standard Specifications, and Section 9-1.065, "Payment of Withheld Funds," of the Standard Specifications shall not apply.

5-1.023 UNSATISFACTORY PROGRESS

If the number of working days charged to the contract exceeds 75 percent of the working days in the current time of completion and the percent working days elapsed exceeds the percent work completed by more than 15 percentage points, the Department will withhold 10 percent of the amount due on the current monthly estimate.

The percent working days elapsed will be determined from the number of working days charged to the contract divided by the number of contract working days in the current time of completion, expressed as a percentage. The number of contract working days in the current time of completion shall consist of the original contract working days increased or decreased by time adjustments approved by the Engineer.

The percent work completed will be determined by the Engineer from the sum of payments made to date plus the amount due on the current monthly estimate, divided by the current total estimated value of the work, expressed as a percentage.

When the percent of working days elapsed minus the percent of work completed is less than or equal to 15 percentage points, the funds withheld shall be returned to the Contractor with the next monthly progress payment.

Funds kept or withheld from payment, due to the failure of the Contractor to comply with the provisions of the contract, will not be subject to the requirements of Public Contract Code 7107 or to the payment of interest pursuant to Public Contract Code Section 10261.5.

5-1.03 INTEREST ON PAYMENTS

Interest shall be payable on progress payments, payments after acceptance, final payments, extra work payments, and claim payments as follows:

- A. Unpaid progress payments, payment after acceptance, and final payments shall begin to accrue interest 30 days after the Engineer prepares the payment estimate.
- B. Unpaid extra work bills shall begin to accrue interest 30 days after preparation of the first pay estimate following receipt of a properly submitted and undisputed extra work bill. To be properly submitted, the bill must be submitted within 7 days of the performance of the extra work and in conformance with the provisions in Section 9-1.03C, "Records," and Section 9-1.06, "Partial Payments," of the Standard Specifications. An undisputed extra work bill not submitted within 7 days of performance of the extra work will begin to accrue interest 30 days after the preparation of the second pay estimate following submittal of the bill.
- C. The rate of interest payable for unpaid progress payments, payments after acceptance, final payments, and extra work payments shall be 10 percent per annum.
- D. The rate of interest payable on a claim, protest or dispute ultimately allowed under this contract shall be 6 percent per annum. Interest shall begin to accrue 61 days after the Contractor submits to the Engineer information in sufficient detail to enable the Engineer to ascertain the basis and amount of said claim, protest or dispute.

The rate of interest payable on any award in arbitration shall be 6 percent per annum if allowed under the provisions of Civil Code Section 3289.

5-1.04 PUBLIC SAFETY

The Contractor shall provide for the safety of traffic and the public in conformance with the provisions in Section 7-1.09, "Public Safety," of the Standard Specifications and these special provisions.

The Contractor shall install temporary railing (Type K) between a lane open to public traffic and an excavation, obstacle or storage area when the following conditions exist:

- A. Excavations—The near edge of the excavation is 3.6 m or less from the edge of the lane, except:
 1. Excavations covered with sheet steel or concrete covers of adequate thickness to prevent accidental entry by traffic or the public.
 2. Excavations less than 0.3-m deep.
 3. Trenches less than 0.3-m wide for irrigation pipe or electrical conduit, or excavations less than 0.3-m in diameter.
 4. Excavations parallel to the lane for the purpose of pavement widening or reconstruction.
 5. Excavations in side slopes, where the slope is steeper than 1:4 (vertical:horizontal).
 6. Excavations protected by existing barrier or railing.
- B. Temporarily Unprotected Permanent Obstacles—The work includes the installation of a fixed obstacle together with a protective system, such as a sign structure together with protective railing, and the Contractor elects to install the obstacle prior to installing the protective system; or the Contractor, for the Contractor's convenience and with

permission of the Engineer, removes a portion of an existing protective railing at an obstacle and does not replace such railing complete in place during the same day.

- C. Storage Areas—Material or equipment is stored within 3.6 m of the lane and the storage is not otherwise prohibited by the provisions of the Standard Specifications and these special provisions.

The approach end of temporary railing (Type K), installed in conformance with the provisions in this section "Public Safety" and in Section 7-1.09, "Public Safety," of the Standard Specifications, shall be offset a minimum of 4.6 m from the edge of the traffic lane open to public traffic. The temporary railing shall be installed on a skew toward the edge of the traffic lane of not more than 0.3-m transversely to 3 m longitudinally with respect to the edge of the traffic lane. If the 4.6-m minimum offset cannot be achieved, the temporary railing shall be installed on the 10 to 1 skew to obtain the maximum available offset between the approach end of the railing and the edge of the traffic lane, and an array of temporary crash cushion modules shall be installed at the approach end of the temporary railing.

Except for installing, maintaining and removing traffic control devices, whenever work is performed or equipment is operated in the following work areas, the Contractor shall close the adjacent traffic lane unless otherwise provided in the Standard Specifications and these special provisions:

Approach Speed of Public Traffic (Posted Limit) (Kilometers Per Hour)	Work Areas
Over 72 (45 Miles Per Hour)	Within 1.8 m of a traffic lane but not on a traffic lane
56 to 72 (35 to 45 Miles Per Hour)	Within 0.9-m of a traffic lane but not on a traffic lane

The lane closure provisions of this section shall not apply if the work area is protected by permanent or temporary railing or barrier.

When traffic cones or delineators are used to delineate a temporary edge of a traffic lane, the line of cones or delineators shall be considered to be the edge of the traffic lane, however, the Contractor shall not reduce the width of an existing lane to less than 3 m without written approval from the Engineer.

When work is not in progress on a trench or other excavation that required closure of an adjacent lane, the traffic cones or portable delineators used for the lane closure shall be placed off of and adjacent to the edge of the traveled way. The spacing of the cones or delineators shall be not more than the spacing used for the lane closure.

Suspended loads or equipment shall not be moved nor positioned over public traffic or pedestrians.

Full compensation for conforming to the provisions in this section "Public Safety," including furnishing and installing temporary railing (Type K) and temporary crash cushion modules, shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefor.

5-1.05 TESTING

Testing of materials and work shall conform to the provisions in Section 6-3, "Testing," of the Standard Specifications and these special provisions.

Whenever the provisions of Section 6-3.01, "General," of the Standard Specifications refer to tests or testing, it shall mean tests to assure the quality and to determine the acceptability of the materials and work.

The Engineer will deduct the costs for testing of materials and work found to be unacceptable, as determined by the tests performed by the Department, and the costs for testing of material sources identified by the Contractor which are not used for the work, from moneys due or to become due to the Contractor. The amount deducted will be determined by the Engineer.

5-1.06 REMOVAL OF ASBESTOS AND HAZARDOUS SUBSTANCES

When the presence of asbestos or hazardous substances are not shown on the plans or indicated in the specifications and the Contractor encounters materials which the Contractor reasonably believes to be asbestos or a hazardous substance as defined in Section 25914.1 of the Health and Safety Code, and the asbestos or hazardous substance has not been rendered harmless, the Contractor may continue work in unaffected areas reasonably believed to be safe. The Contractor shall immediately cease work in the affected area and report the condition to the Engineer in writing.

In conformance with Section 25914.1 of the Health and Safety Code, removal of asbestos or hazardous substances including exploratory work to identify and determine the extent of the asbestos or hazardous substance will be performed by separate contract.

If delay of work in the area delays the current controlling operation, the delay will be considered a right of way delay and the Contractor will be compensated for the delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

5-1.065 SOLID WASTE DISPOSAL AND RECYCLING REPORT

This work shall consist of reporting disposal and recycling of construction solid waste, as specified in these special provisions. For the purposes of this section, solid waste includes construction and demolition waste debris, but not hazardous waste.

Annually by the fifteenth day of January, the Contractor shall complete and certify Form CEM-2025, "Solid Waste Disposal and Recycling Report," which quantifies solid waste generated by the work performed and disposed of in landfills or recycled during the previous calendar year. The amount and type of solid waste disposed of or recycled shall be reported in either metric tonnes or cubic meters. The Contractor shall also complete and certify Form CEM-2025 within 5 days following contract acceptance.

Form CEM-2025, "Solid Waste Disposal and Recycling Report" can be downloaded from the following website:

<http://www.dot.ca.gov/hq/construc/manual2001>

If the Contractor has not submitted Form CEM-2025, by the dates specified above, the Department will withhold the amount of \$10,000 for each missing or incomplete report. The moneys withheld will be released for payment on the next monthly estimate for partial payment following the date that a complete and acceptable Form CEM-2025 is submitted to the Engineer. Upon completion of all contract work and submittal of the final Form CEM-2025, remaining withheld funds associated with this section, "Solid Waste Disposal and Recycling Report," will be released for payment. Withheld funds in conformance with this section shall be in addition to other moneys withheld provided for in the contract. No interest will be due the Contractor on withheld amounts.

Full compensation for preparing and submitting Form CEM-2025, "Solid Waste Disposal and Recycling Report," shall be considered as included in the contract price for the various items of work involved and no additional compensation will be allowed therefor.

5-1.07 (BLANK)

5-1.075 BUY AMERICA REQUIREMENTS

Attention is directed to the "Buy America" requirements of the Surface Transportation Assistance Act of 1982 (Section 165) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) Sections 1041(a) and 1048(a), and the regulations adopted pursuant thereto. In conformance with the law and regulations, all manufacturing processes for steel and iron materials furnished for incorporation into the work on this project shall occur in the United States; with the exception that pig iron and processed, pelletized and reduced iron ore manufactured outside of the United States may be used in the domestic manufacturing process for such steel and iron materials. The application of coatings, such as epoxy coating, galvanizing, painting, and other coatings that protect or enhance the value of steel or iron materials shall be considered a manufacturing process subject to the "Buy America" requirements.

A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications shall be furnished for steel and iron materials. The certificates, in addition to certifying that the materials comply with the specifications, shall specifically certify that all manufacturing processes for the materials occurred in the United States, except for the above exceptions.

The requirements imposed by the law and regulations do not prevent a minimal use of foreign steel and iron materials if the total combined cost of the materials used does not exceed one-tenth of one percent (0.1 percent) of the total contract cost or \$2500, whichever is greater. The Contractor shall furnish the Engineer acceptable documentation of the quantity and value of the foreign steel and iron prior to incorporating the materials into the work.

5-1.08 SUBCONTRACTOR AND DBE RECORDS

The Contractor shall maintain records showing the name and business address of each first-tier subcontractor. The records shall also show the name and business address of every DBE subcontractor, DBE vendor of materials and DBE trucking company, regardless of tier. The records shall show the date of payment and the total dollar figure paid to all of these firms. DBE prime contractors shall also show the date of work performed by their own forces along with the corresponding dollar value of the work.

Upon completion of the contract, a summary of these records shall be prepared on Form CEM-2402 (F) and certified correct by the Contractor or the Contractor's authorized representative, and shall be furnished to the Engineer. The form shall be furnished to the Engineer within 90 days from the date of contract acceptance. \$10,000 will be withheld from payment until the Form CEM-2402 (F) is submitted. The amount will be returned to the Contractor when a satisfactory Form CEM-2402 (F) is submitted.

Prior to the fifteenth of each month, the Contractor shall submit documentation to the Engineer showing the amount paid to DBE trucking companies. The Contractor shall also obtain and submit documentation to the Engineer showing the amount

paid by DBE trucking companies to all firms, including owner-operators, for the leasing of trucks. If the DBE leases trucks from a non-DBE, the Contractor may count only the fee or commission the DBE receives as a result of the lease arrangement.

The Contractor shall also obtain and submit documentation to the Engineer showing the truck number, owner's name, California Highway Patrol CA number, and if applicable, the DBE certification number of the owner of the truck for all trucks used during that month. This documentation shall be submitted on Form CEM-2404 (F).

5-1.083 DBE CERTIFICATION STATUS

If a DBE subcontractor is decertified during the life of the project, the decertified subcontractor shall notify the Contractor in writing with the date of decertification. If a subcontractor becomes a certified DBE during the life of the project, the subcontractor shall notify the Contractor in writing with the date of certification. The Contractor shall furnish the written documentation to the Engineer.

Upon completion of the contract, Form CEM-2403 (F) indicating the DBE's existing certification status shall be signed and certified correct by the Contractor. The certified form shall be furnished to the Engineer within 90 days from the date of contract acceptance.

5-1.086 PERFORMANCE OF SUBCONTRACTORS

The subcontractors listed by the Contractor in conformance with Section 2-1.054, "Required Listing of Proposed Subcontractors," of the Standard Specifications, shall perform the work and supply the materials for which they are listed, unless the Contractor has received prior written authorization to perform the work with other forces or to obtain the materials from other sources.

The Contractor should notify the Engineer in writing of any changes to its anticipated DBE participation. This notice should be provided prior to the commencement of that portion of the work.

5-1.09 SUBCONTRACTING

Attention is directed to the provisions in Section 8-1.01, "Subcontracting," of the Standard Specifications, and these special provisions.

The provisions in the third paragraph of Section 8-1.01, "Subcontracting," of the Standard Specifications, that the Contractor shall perform with the Contractor's own organization contract work amounting to not less than 50 percent of the original contract price, is not changed by the Federal Aid requirement specified under "Required Contract Provisions Federal-Aid Construction Contracts" in Section 14 of these special provisions that the Contractor perform not less than 30 percent of the original contract work with the Contractor's own organization.

Each subcontract and lower tier subcontracts that may in turn be made shall include the "Required Contract Provisions Federal-Aid Construction Contracts" in Section 14 of these special provisions. Noncompliance shall be corrected. Payment for subcontracted work involved will be withheld from progress payments due, or to become due, until correction is made. Failure to comply may result in termination of the contract.

Pursuant to the provisions of Section 1777.1 of the Labor Code, the Labor Commissioner publishes and distributes a list of contractors ineligible to perform work as a subcontractor on a public works project. This list of debarred contractors is available from the Department of Industrial Relations web site at:

<http://www.dir.ca.gov/DLSE/Debar.html>.

5-1.10 PROMPT PROGRESS PAYMENT TO SUBCONTRACTORS

Attention is directed to the provisions in Sections 10262 and 10262.5 of the Public Contract Code concerning prompt payment to subcontractors.

5-1.103 RECORDS

The Contractor shall maintain cost accounting records for the contract pertaining to, and in such a manner as to provide a clear distinction between, the following six categories of costs of work during the life of the contract:

- A. Direct costs of contract item work.
- B. Direct costs of changes in character in conformance with Section 4-1.03C, "Changes in Character of Work," of the Standard Specifications.
- C. Direct costs of extra work in conformance with Section 4-1.03D, "Extra Work," of the Standard Specifications.
- D. Direct costs of work not required by the contract and performed for others.

- E. Direct costs of work performed under a notice of potential claim in conformance with the provisions in Section 9-1.04, "Notice of Potential Claim," of the Standard Specifications.
- F. Indirect costs of overhead.

Cost accounting records shall include the information specified for daily extra work reports in Section 9-1.03C, "Records," of the Standard Specifications. The requirements for furnishing the Engineer completed daily extra work reports shall only apply to work paid for on a force account basis.

The cost accounting records for the contract shall be maintained separately from other contracts, during the life of the contract, and for a period of not less than 3 years after the date of acceptance of the contract. If the Contractor intends to file claims against the Department, the Contractor shall keep the cost accounting records specified above until complete resolution of all claims has been reached.

5-1.104 INTERNET DAILY EXTRA WORK REPORT

When extra work is being paid for on a force account basis, the Contractor shall submit daily extra work reports in conformance with the provisions in Section 9-1.03C, "Records," of the Standard Specifications and these special provisions.

The Contractor shall send daily extra work reports to the Engineer using the Department's Internet extra work billing system. The reports shall conform to the requirements in the "iCAS User's Guide" (Guide). The Guide is available from the Department, and is also found on the Internet at:

http://www.dot.ca.gov/hq/construc/ewb/EWB_INSTRUCTION.pdf

The Department will provide system accounts to the Contractor's authorized representatives when at least one of the representatives has received training. The Department will provide system training to at least one of the Contractor's authorized representatives within 30 days of the Contractor's request for training. The Department will assign an account and user identification to the Contractor's authorized representatives, and each Contractor's authorized representative shall maintain a unique password. A daily extra work report that the Contractor's authorized representative sends to the Department using the Internet extra work billing system will be considered signed by the Contractor. A daily extra work report that the Engineer approves using the Internet extra work billing system will be considered signed by the Engineer.

Daily extra work reports that include billing for materials shall be substantiated by a valid copy of a vendor's invoice in conformance to the requirements in Section 9-1.03C, "Records," of the Standard Specifications. Each materials invoice shall clearly identify the relative daily extra work report and the associated cost of the materials. In addition to postal service and parcel service and if approved by the Engineer, invoices may be sent by facsimile or as an electronic-mail attachment.

The Contractor shall maintain the Contractor's interface with the Department's Internet extra work billing system. If the Contractor is using the file transfer process to submit extra work reports, it shall conform to the file transfer format and process defined in the Guide.

5-1.11 PARTNERING

The State will promote the formation of a "Partnering" relationship with the Contractor in order to effectively complete the contract to the benefit of both parties. The purpose of this relationship is to maintain a cooperative communication and to mutually resolve conflicts at the lowest responsible management level.

The Contractor may request the formation of a "Partnering" relationship by submitting a request in writing to the Engineer after approval of the contract. If the Contractor's request for "Partnering" is approved by the Engineer, scheduling of a "Partnering Workshop," selecting the "Partnering" facilitator and workshop site, and other administrative details shall be as agreed to by both parties. If agreed to by the parties, additional "Partnering Workshops" will be conducted as needed throughout the life of the contract.

A one-day "Training in Partnering Concepts" session will be conducted regardless of whether the Contractor requests the formation of a "Partnering" relationship. The "Training in Partnering Concepts" session will be conducted locally for the Contractor's and the Engineer's project representatives. The Contractor shall be represented by a minimum of 2 representatives, one being the Contractor's authorized representative pursuant to Section 5-1.06, "Superintendence," of the Standard Specifications. Scheduling of the "Training in Partnering Concepts" session and selection of the trainer and training site shall be determined cooperatively by the Contractor and the Engineer. If, upon the Contractor's request, "Partnering" is approved by the Engineer, the "Training in Partnering Concepts" session shall be conducted prior to the initial "Partnering Workshop."

The costs involved in providing the "Training in Partnering Concepts" trainer and training site will be borne entirely by the State. The costs will be determined in conformance with the provisions in Section 9-1.03B, "Work Performed by Special Forces or Other Special Services," of the Standard Specifications, and paying to the Contractor the sum of that cost, except no markups will be allowed.

The costs involved in providing the "Partnering Workshop" facilitator and workshop site will be borne equally by the State and the Contractor. The division of cost will be made by determining the cost in providing the "Partnering Workshop" facilitator and workshop site in conformance with the provisions in Section 9-1.03B, "Work Performed by Special Forces or Other Special Services," of the Standard Specifications, and paying to the Contractor one-half of that cost, except no markups will be allowed.

All other costs associated with "Training in Partnering Concepts" and "Partnering Workshops" will be borne separately by the party incurring the costs, such as wages and travel expenses, and no additional compensation will be allowed therefor.

The establishment of a "Partnering" relationship will not change or modify the terms and conditions of the contract and will not relieve either party of the legal requirements of the contract.

5-1.114 VALUE ANALYSIS

The Contractor may submit to the Engineer, in writing, a request for a "Value Analysis" workshop. The purpose for having a workshop is to identify value enhancing opportunities and to consider modifications to the plans and specifications that will reduce either the total cost, time of construction or traffic congestion, without impairing, in any manner, the essential functions or characteristics of the project including, but not limited to, service life, economy of operation, ease of maintenance, benefits to the travelling public, desired appearance, or design and safety standards.

To maximize the potential benefits of a workshop, the request should be submitted to the Engineer early in the project after approval of the contract. If the Contractor's request for a "Value Analysis" workshop is approved by the Engineer, scheduling of a workshop, selecting the facilitator and workshop site, and other administrative details shall be determined cooperatively by the Contractor and the Engineer.

The workshop shall be conducted in conformance with the methodology described in the Department's "Value Analysis Team Guide" available at the Department's web site at:

<http://www.dot.ca.gov/hq/oppd/value/>

The facilitator shall be a Certified Value Specialist (CVS) as recognized by the Society of American Value Engineers (SAVE) International, which may be contacted as follows:

SAVE International, 60 Revere Drive, Northbrook, IL 60062
Telephone 1-847-480-1730, FAX 1-847-480-9282

The Contractor may submit recommendations resulting from a "Value Analysis" workshop for approval by the Engineer as cost reduction incentive proposals in conformance with the provisions in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications.

The costs involved in providing the "Value Analysis" facilitator and workshop site will be borne equally by the State and the Contractor. The division of cost will be made by determining the cost in providing the "Value Analysis" facilitator and workshop site in conformance with the provisions in Section 9-1.03B, "Work Performed by Special Forces or Other Special Services," of the Standard Specifications, and paying to the Contractor one-half of that cost, except no markups will be allowed.

All other costs associated with the "Value Analysis" workshop will be borne separately by the party incurring the costs, such as wages and travel expenses, and no additional compensation will be allowed therefor.

5-1.12 DISPUTE REVIEW BOARD

GENERAL

To assist in the resolution of disputes or potential claims arising out of the work of this project, a Dispute Review Board, hereinafter referred to as the "DRB," shall be established by the Engineer and Contractor cooperatively upon approval of the contract. The DRB is intended to assist the contract administrative claims resolution process as specified in the provisions in Section 9-1.04, "Notice of Potential Claim," and Section 9-1.07B, "Final Payment and Claims," of the Standard Specifications and these special provisions. The DRB shall not serve as a substitute for provisions in the specifications in regard to filing potential claims. The requirements and procedures established in this section shall be a prerequisite to filing a claim, filing for arbitration, or filing for litigation prior or subsequent to project completion.

The DRB shall be utilized when dispute or potential claim resolution at the project level is unsuccessful. The DRB shall function as specified herein until the day of acceptance of the contract, at which time the work of the DRB will cease except for completion of unfinished reports. No DRB dispute meetings shall take place later than 30 days prior to acceptance of contract. After acceptance of contract, disputes or potential claims which have followed the dispute resolution processes of the Standard Specifications and these special provisions, but have not been resolved, shall be stated or restated by the Contractor, in response to the Proposed Final Estimate within the time limits provided in Section 9-1.07B, "Final Payment

and Claims," of the Standard Specifications. The State will review those claims in conformance with the provisions in Section 9-1.07B of the Standard Specifications. Following the adherence to and completion of the contractual administrative claims procedure, the Contractor may file for arbitration in conformance with the provisions in Section 9-1.10, "Arbitration," of the Standard Specifications and these special provisions.

Disputes, as used in this section, shall include differences of opinion, properly noticed as provided hereinafter, between the State and Contractor on matters related to the work and other subjects considered by the State or Contractor, or by both, to be of concern to the DRB on this project, except matters relating to Contractor, subcontractor or supplier potential claims not actionable against the Department as specified in these special provisions or quantification of disputes for overhead type expenses or costs. Disputes for overhead type expenses or costs shall conform to the requirements of Section 9-1.07B, "Final Payment and Claims," of the Standard Specifications. Whenever the term "dispute" or "disputes" is used herein, it shall be deemed to include potential claims as well as disputes.

The DRB shall serve as an advisory body to assist in the resolution of disputes between the State and the Contractor, hereinafter referred to as the "parties." The DRB shall consider disputes referred to it, and furnish written reports containing findings and recommendations pertaining to those disputes, to the parties to aid in resolution of the differences between them. DRB findings and recommendations are not binding on the parties.

SELECTION PROCESS, DISCLOSURE AND APPOINTMENTS

The DRB shall consist of one member selected by the State and approved by the Contractor, one member selected by the Contractor and approved by the State, and a third member selected by the first 2 members and approved by both the State and the Contractor. The third member shall act as the DRB Chairperson.

DRB members shall be especially knowledgeable in the type of construction and contract documents potentially anticipated by the contract. DRB members shall discharge their responsibilities impartially as an independent body, considering the facts and circumstances related to the matters under consideration, pertinent provisions of the contract and applicable laws and regulations.

The State and the Contractor shall nominate and approve DRB members in conformance with the terms and conditions of the Dispute Review Board Agreement and these special provisions, within 45 days of the approval of the contract. Each party shall provide written notification to the other of the name of their selected DRB nominee along with the prospective member's complete written disclosure statement.

Disclosure statements shall include a resume of the prospective member's experience and a declaration statement describing past, present, anticipated, and planned relationships, including indirect relationships through the prospective member's primary or full-time employer, to this project and with the parties involved in this construction contract, including but not limited to, relevant subcontractors or suppliers to the parties, parties' principals, or parties' counsel. DRB members shall also include a full disclosure of close professional or personal relationships with all key members of the contract. Objections to nominees must be based on a specific breach or violation of nominee responsibilities or on nominee qualifications under these provisions unless otherwise specified. The Contractor or the State may, on a one-time basis, object to the other's nominee without specifying a reason and this person will not be selected for the DRB. Another person shall then be nominated within 15 days.

The first duty of the State and Contractor selected members of the DRB shall be to select and recommend a prospective third DRB member to the parties for final selection and approval. The first 2 DRB members shall proceed with the selection of the third DRB member immediately upon receiving written notification from the State of their selection, and shall provide their recommendation simultaneously to the parties within 15 days of the notification.

The first 2 DRB members shall select a third DRB member subject to mutual approval of the parties or may mutually concur on a list of potentially acceptable third DRB members and submit the list to the parties for final selection and approval of the third member. The goal in the selection of the third member is to complement the professional experience of the first 2 members and to provide leadership for the DRB's activities.

The third prospective DRB member shall supply a full disclosure statement to the first 2 DRB members and to the parties prior to appointment.

An impasse shall be considered to have been reached if the parties are unable to approve a third member within 15 days of receipt of the recommendation of the first 2 DRB members, or if the first 2 DRB members are unable to agree upon a recommendation within their 15 day time limit. In the event of an impasse in selection of third DRB member the State and the Contractor shall each propose 3 candidates for the third DRB member position. The parties shall select the candidates proposed under this paragraph from the current list of arbitrators certified by the Public Works Contract Arbitration Committee created by Article 7.2 (commencing with Section 10245) of the State Contract Act. The first 2 DRB members shall then select one of the 6 proposed candidates in a blind draw.

No DRB member shall have prior direct involvement in this contract. No member shall have a financial interest in this contract or the parties thereto, within a period of 6 months prior to award of this contract or during the contract, except as follows:

- A. Compensation for services on this DRB.
- B. Ownership interest in a party or parties, documented by the prospective DRB member, that has been reviewed and determined in writing by the State to be sufficiently insignificant to render the prospective member acceptable to the State.
- C. Service as a member of other Dispute Review Boards on other contracts.
- D. Retirement payments or pensions received from a party that are not tied to, dependent on or affected by the net worth of the party.
- E. The above provisions apply to parties having a financial interest in this contract, including but not limited to contractors, subcontractors, suppliers, consultants, and legal and business services.

The Contractor or the State may reject any of the three DRB members who fail to fully comply at all times with all required employment and financial disclosure conditions of DRB membership as described in the Dispute Review Board Agreement and as specified herein. A copy of the Dispute Review Board Agreement is included in this section.

The Contractor, the State, and the 3 members of the DRB shall complete and adhere to the Dispute Review Board Agreement in administration of this DRB within 15 days of the parties' concurrence in the selection of the third member. No DRB meeting shall take place until the Dispute Review Board Agreement has been signed by all parties. The State authorizes the Engineer to execute and administer the terms of the Agreement. The person(s) designated by the Contractor as authorized to execute contract change orders shall be authorized to execute and administer the terms of this agreement, or to delegate the authority in writing. The operation of the DRB shall be in conformance with the terms of the Dispute Review Board Agreement.

COMPENSATION

The State and the Contractor shall bear the costs and expenses of the DRB equally. Each DRB member shall be compensated at an agreed rate of \$1,200 per day if time spent per meeting, including on-site time plus one hour of travel time, is greater than 4 hours. Each DRB member shall be compensated at an agreed rate of \$700 per day if time spent per meeting, including on-site time plus one hour of travel time, is less than or equal to 4 hours. The agreed rates shall be considered full compensation for on-site time, travel expenses, transportation, lodging, time for travel and incidentals for each day, or portion thereof, that the DRB member is at an authorized DRB meeting. No additional compensation will be made for time spent by DRB members in review and research activities outside the official DRB meetings unless that time, (such as time spent evaluating and preparing recommendations on specific issues presented to the DRB), has been specifically agreed to in advance by the State and Contractor. Time away from the project, which has been specifically agreed to in advance by the parties, will be compensated at an agreed rate of \$125 per hour. The agreed amount of \$125 per hour shall include all incidentals including expenses for telephone, fax, and computer services. Members serving on more than one DRB involving the Department, regardless of the number of meetings per day, shall not be paid more than the all inclusive rate per day or rate per hour for an individual project. The State will provide, at no cost to the Contractor, administrative services such as conference facilities and secretarial services to the DRB. These special provisions and the Dispute Review Board Agreement state the provisions for compensation and expenses of the DRB. DRB members shall be compensated at the same daily and hourly rate. The Contractor shall make direct payments to each DRB member for their participation in authorized meetings and approved hourly rate charges from invoices submitted by each DRB member. The State will reimburse the Contractor for the State's share of the costs. There will be no markups applied to expenses connected with the DRB, either by the DRB members or by the Contractor when requesting payment of the State's share of DRB expenses. Regardless of the DRB recommendation, neither party shall be entitled to reimbursement of DRB costs from the other party.

REPLACEMENT OF DRB MEMBERS

Service of a DRB member may be terminated at any time with not less than 15 days notice as follows:

- A. The State may terminate service of the State appointed member.
- B. The Contractor may terminate service of the Contractor appointed member.
- C. Upon the written recommendation of the State and Contractor appointed members for the removal of the third member.
- D. Upon resignation of a member.
- E. The State or Contractor may terminate the service of any member who fails to fully comply with all required employment and financial disclosure conditions of DRB membership

When a member of the DRB is replaced, the replacement member shall be appointed in the same manner as the replaced member was appointed. The appointment of a replacement DRB member will begin promptly upon determination of the need for replacement and shall be completed within 15 days. Changes in either of the DRB members chosen by the two

parties will not require re-selection of the third member, unless both parties agree to such re-selection in writing. The Dispute Review Board Agreement shall be amended to reflect the change of a DRB member.

OPERATION

The following procedure shall be used for dispute resolution:

- A. If the Contractor objects to any decision, act or order of the Engineer, the Contractor shall give written notice of potential claim in conformance with the provisions in Section 9-1.04, "Notice of Potential Claim," of the Standard Specifications and these special provisions, including the provision of applicable cost documentation; or file written protests or notices in conformance with the provisions in the Standard Specifications and these special provisions.
- B. The Engineer will respond, in writing, to the Contractor's written supplemental notice of potential claim within 20 days of receipt of the notice.
- C. Within 15 days after receipt of the Engineer's written response, the Contractor shall, if the Contractor still objects, file a written reply with the Engineer, stating clearly and in detail the basis of the objection.
- D. Following an objection to the Engineer's written response, the Contractor shall refer the dispute to the DRB if the Contractor wishes to further pursue the objection to the Engineer's decision. The Contractor shall make the referral in writing to the DRB, simultaneously copied to the State, within 21 days after receipt of the written response from the Engineer. The written dispute referral shall describe the disputed matter in individual discrete segments so that it will be clear to both parties and the DRB what discrete elements of the dispute have been resolved, and which remain unresolved, and shall include an estimate of the cost of the affected work and impacts, if any, on project completion.
- E. By failing to submit the written notice of referral to the DRB, within 21 days after receipt of the Engineer's written response to the supplemental notice of potential claim, the Contractor waives future claims and arbitration on the matter in contention.
- F. The Contractor and the State shall each be afforded an opportunity to be present and to be heard by the DRB, and to offer evidence. Either party furnishing written evidence or documentation to the DRB must furnish copies of such information to the other party a minimum of 15 days prior to the date the DRB is scheduled to convene the meeting for the dispute. Either party shall produce such additional evidence as the DRB may deem necessary to reach an understanding and a determination of the dispute. The party furnishing additional evidence shall furnish copies of such additional evidence to the other party at the same time the evidence is provided to the DRB. The DRB shall not consider evidence not furnished in conformance with the terms specified herein.
- G. Upon receipt by the DRB of a written referral of a dispute, the DRB shall convene to review and consider the dispute. The dispute meeting shall be held no earlier than 30 days and no later than 60 days after receipt of the written referral unless otherwise agreed to by all parties. The DRB shall determine the time and location of the DRB dispute meeting, with due consideration for the needs and preferences of the parties while recognizing the paramount importance of a timely hearing of the dispute.
- H. There shall be no participation of either party's attorneys at DRB dispute meetings.
- I. There shall be no participation of persons who are not directly involved in the contract or who do not have direct knowledge of the dispute, including but not limited to consultants, except for expert testimony allowed at the discretion of the DRB and with approval prior to the dispute meeting by both parties.
- J. The DRB shall furnish a report, containing findings and recommendations as described in the Dispute Review Board Agreement, in writing to both the State and the Contractor. The DRB may request clarifying information of either party within 10 days after the DRB dispute meeting. Requested information shall be submitted to the DRB within 10 days of the DRB request. The DRB shall complete its report, including minority opinion, if any, and submit it to the parties within 30 days of the DRB dispute meeting, except that time extensions may be granted at the request of the DRB with the written concurrence of both parties. The report shall include the facts and circumstances related to the matters under consideration, pertinent provisions of the contract, applicable laws and regulations, and actual costs and time incurred as shown on the Contractor's cost accounting records. The DRB shall make recommendations on the merit of the dispute and, if appropriate, recommend guidelines for determining compensation.
- K. Within 30 days after receiving the DRB's report, both the State and the Contractor shall respond to the DRB in writing signifying that the dispute is either resolved or remains unresolved. Failure to provide the written response within the time specified, or a written rejection of the DRB's recommendation or response to a request for reconsideration presented in the report by either party, shall conclusively indicate that the party(s) failing to respond accepts the DRB recommendation. Immediately after responses have been received from both parties, the DRB shall provide copies of both responses to the parties simultaneously. Either party may request clarification of elements of the DRB's report from the DRB prior to responding to the report. The DRB shall consider any clarification request only if submitted within 10 days of receipt of the DRB's report, and if submitted simultaneously

in writing to both the DRB and the other party. Each party may submit only one request for clarification for any individual DRB report. The DRB shall respond, in writing, to requests for clarification within 10 days of receipt of such requests.

- L. The DRB's recommendations, stated in the DRB's reports, are not binding on either party. Either party may seek a reconsideration of a recommendation of the DRB. The DRB shall only grant a reconsideration based upon submission of new evidence and if the request is submitted within the 30-day time limit specified for response to the DRB's written report. Each party may submit only one request for reconsideration regarding an individual DRB recommendation.
- M. If the State and the Contractor are able to resolve their dispute with the aid of the DRB's report, the State and Contractor shall promptly accept and implement the recommendations of the DRB. If the parties cannot agree on compensation within 60 days of the acceptance by both parties of the DRB's recommendation, either party may request the DRB to make a recommendation regarding compensation.
- N. The State or the Contractor shall not call DRB members who served on the DRB for this contract as witnesses in arbitration proceedings which may arise from this contract, and all documents created by the DRB shall be inadmissible as evidence in subsequent arbitration proceedings, except the DRB's final written reports on each issue brought before it.
- O. The State and Contractor shall jointly indemnify and hold harmless the DRB members from and against all claims, damages, losses, and expenses, including but not limited to attorney's fees, arising out of and resulting from the findings and recommendations of the DRB.
- P. The DRB members shall have no claim against the State or the Contractor, or both, from claimed harm arising out of the parties' evaluations of the DRB's report.

DISPUTES INVOLVING SUBCONTRACTOR POTENTIAL CLAIMS

For purposes of this section, a "subcontractor potential claim" shall include any potential claim by a subcontractor (including also any pass through potential claims by a lower tier subcontractor or supplier) against the Contractor that is actionable by the Contractor against the Department which arises from the work, services, or materials provided or to be provided in connection with the contract. If the Contractor determines to pursue a dispute against the Department that includes a subcontractor potential claim, the dispute shall be processed and resolved in conformance with these special provisions and in conformance with the following:

- A. The Contractor shall identify clearly in submissions pursuant to this section, that portion of the dispute that involves a subcontractor potential claim or potential claims.
- B. The Contractor shall include, as part of its submission pursuant to Step D above, a certification (False Claims Act Certification) by the subcontractor's or supplier's officer, partner, or authorized representative with authority to bind the subcontractor and with direct knowledge of the facts underlying the subcontractor potential claim. The Contractor shall submit a certification that the subcontractor potential claim is acknowledged and forwarded by the Contractor. The form for these certifications is available from the Engineer.
- C. At DRB dispute meetings involving one or more subcontractor potential claims, the Contractor shall require that each subcontractor involved in the dispute have present an authorized representative with actual knowledge of the facts underlying the subcontractor potential claim to assist in presenting the subcontractor potential claim and to answer questions raised by the DRB members or the Department's representatives.
- D. Failure by the Contractor to declare a subcontractor potential claim on behalf of its subcontractor (including lower tier subcontractors' and suppliers' pass through potential claims) at the time of submission of the Contractor's potential claims, as provided hereunder, shall constitute a release of the State by the Contractor of such subcontractor potential claim.
- E. The Contractor shall include in all subcontracts under this contract that subcontractors and suppliers of any tier (a) agree to submit subcontractor potential claims to the Contractor in a proper form and in sufficient time to allow processing by the Contractor in conformance with the Dispute Review Board resolution specifications; (b) agree to be bound by the terms of the Dispute Review Board provisions to the extent applicable to subcontractor potential claims; (c) agree that, to the extent a subcontractor potential claim is involved, completion of all steps required under these Dispute Review Board special provisions shall be a condition precedent to pursuit by the subcontractor of other remedies permitted by law, including without limitation of a lawsuit against the Contractor; and (d) agree that the existence of a dispute resolution process for disputes involving subcontractor potential claims shall not be deemed to create any claim, right, or cause of action by any subcontractor or supplier against the Department.

Notwithstanding the foregoing, this Dispute Review Board special provision shall not apply to, and the DRB shall not have the authority to consider, subcontractor potential claims between the subcontractor(s) or supplier(s) and the Contractor that are not actionable by the Contractor against the Department.

RETENTION

Failure of the Contractor to nominate and approve DRB members in conformance with the terms and conditions of the Dispute Review Board Agreement and these special provisions shall result in the retention of 25 percent of the estimated value of all work performed during each estimate period in which the Contractor fails to comply with the requirements of this section as determined by the Engineer. DRB retentions will be released for payment on the next monthly estimate for partial payment following the date that the Contractor has nominated and approved DRB members and no interest will be due the Contractor.

DISPUTE REVIEW BOARD AGREEMENT

A copy of the "Dispute Review Board Agreement" to be executed by the Contractor, State and the 3 DRB members after approval of the contract follows:

DISPUTE REVIEW BOARD AGREEMENT

(Contract Identification)

Contract No. _____

THIS DISPUTE REVIEW BOARD AGREEMENT, hereinafter called "AGREEMENT", made and entered into this _____ day of _____, _____, between the State of California, acting through the California Department of Transportation and the Director of Transportation, hereinafter called the "STATE," _____ hereinafter called the "CONTRACTOR," and the Dispute Review Board, hereinafter called the "DRB" consisting of the following members:

_____,
(Contractor Appointee)

_____,
(State Appointee)

and _____
(Third Person)

WITNESSETH, that

WHEREAS, the STATE and the CONTRACTOR, hereinafter called the "parties," are now engaged in the construction on the State Highway project referenced above; and

WHEREAS, the special provisions for the above referenced contract provides for the establishment and operation of the DRB to assist in resolving disputes; and

WHEREAS, the DRB is composed of three members, one selected by the STATE, one selected by the CONTRACTOR, and the third member selected by the other two members and approved by the parties;

NOW THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the STATE, the CONTRACTOR, and the DRB members hereto agree as follows:

SECTION I DESCRIPTION OF WORK

To assist in the resolution of disputes between the parties, the contract provides for the establishment and the operation of the DRB. The intent of the DRB is to fairly and impartially consider disputes placed before it and provide written recommendations for resolution of these disputes to both parties. The members of this DRB shall perform the services necessary to participate in the DRB's actions as designated in Section II, Scope of Work.

SECTION II SCOPE OF WORK

The scope of work of the DRB includes, but is not limited to, the following:

A. OBJECTIVE

The principal objective of the DRB is to assist in the timely resolution of disputes between the parties arising from performance of this contract. It is not intended for either party to default on their normal responsibility to amicably and fairly settle their differences by indiscriminately assigning them to the DRB. It is intended that the mere existence of the DRB will encourage the parties to resolve disputes without resorting to this review procedure. But when a dispute that is serious enough to warrant the DRB's review does develop, the process for prompt and efficient action will be in place.

B. PROCEDURES

The DRB shall render written reports on disputes between the parties arising from the construction contract. Prior to consideration of a dispute, the DRB shall establish rules and regulations that will govern the conduct of its business and reporting procedures in conformance with the requirements of the contract and the terms of this AGREEMENT. DRB

recommendations, resulting from its consideration of a dispute, shall be furnished in writing to both parties. The recommendations shall be based on facts and circumstances involved in the dispute, pertinent contract provisions, applicable laws and regulations. The recommendations shall find one responsible party in a dispute; shared or "jury" determinations shall not be rendered. The DRB shall make recommendations on the merit of the dispute, and if appropriate, recommend guidelines for determining compensation. If the parties cannot agree on compensation within 60 days of the acceptance by both parties of the DRB's recommendation, either party may request the DRB to make a recommendation regarding compensation.

The DRB shall refrain from officially giving advice or consulting services to anyone involved in the contract. The individual members shall act in a completely independent manner and while serving as members of the DRB shall have no consulting business connections with either party or its principals or attorneys or other affiliates (subcontractors, suppliers, etc.) who have a beneficial interest in the contract.

During scheduled meetings of the DRB as well as during dispute meetings, DRB members shall refrain from expressing opinions on the merits of statements on matters under dispute or potential dispute. Opinions of DRB members expressed in private sessions shall be kept strictly confidential. Individual DRB members shall not meet with, or discuss contract issues with individual parties, except as directed by the DRB Chairperson. Such discussions or meetings shall be disclosed to both parties. Other discussions regarding the project between the DRB members and the parties shall be in the presence of all three members and both parties. Individual DRB members shall not undertake independent investigations of any kind pertaining to disputes or potential disputes, except with the knowledge of both parties and as expressly directed by the DRB Chairperson.

C. CONSTRUCTION SITE VISITS, PROGRESS MEETINGS AND FIELD INSPECTIONS

The DRB members shall visit the project site and meet with representatives of the parties to keep abreast of construction activities and to develop familiarity with the work in progress. Scheduled progress meetings shall be held at or near the project site. The DRB shall meet at least once at the start of the project, and at least once every 4 months thereafter. The frequency, exact time, and duration of additional site visits and progress meetings shall be as recommended by the DRB and approved by the parties consistent with the construction activities or matters under consideration and dispute. Each meeting shall consist of a round table discussion and a field inspection of the work being performed on the contract, if necessary. Each meeting shall be attended by representatives of both parties. The agenda shall generally be as follows:

1. Meeting opened by the DRB Chairperson.
2. Remarks by the STATE's representative.
3. A description by the CONTRACTOR's representative of work accomplished since the last meeting; the current schedule status of the work; and a forecast for the coming period.
4. An outline by the CONTRACTOR's representative of potential problems and a description of proposed solutions.
5. An outline by the STATE's representative of the status of the work as the STATE views it.
6. A brief description by the CONTRACTOR's or STATE's representative of potential claims or disputes which have surfaced since the last meeting.
7. A summary by the STATE's representative, the CONTRACTOR's representative, or the DRB of the status of past disputes and potential claims.

The STATE's representative will prepare minutes of all progress meetings and circulate them for revision and approval by all concerned within 10 days of the meeting.

The field inspection shall cover all active segments of the work, the DRB being accompanied by both parties' representatives. The field inspection may be waived upon mutual agreement of the parties.

D. DRB CONSIDERATION AND HANDLING OF DISPUTES

Upon receipt by the DRB of a written referral of a dispute, the DRB shall convene to review and consider the dispute. The dispute meeting shall be held no earlier than 30 days and no later than 60 days after receipt of the written referral, unless otherwise agreed to by all parties. The DRB shall determine the time and location of DRB dispute meetings, with due consideration for the needs and preferences of the parties while recognizing the paramount importance of speedy resolution of issues. No dispute meetings shall take place later than 30 days prior to acceptance of contract.

Normally, dispute meetings shall be conducted at or near the project site. However, any location that would be more convenient and still provide required facilities and access to necessary documentation shall be satisfactory.

Both parties shall be given the opportunity to present their evidence at these dispute meetings. It is expressly understood that the DRB members are to act impartially and independently in the consideration of the contract provisions, applicable laws and regulations, and the facts and conditions surrounding any dispute presented by either party, and that the recommendations concerning any such dispute are advisory and nonbinding on the parties.

The DRB may request that written documentation and arguments from both parties be sent to each DRB member, through the DRB Chairperson, for review before the dispute meeting begins. A party furnishing written documentation to the

DRB shall furnish copies of such information to the other party at the same time that such information is supplied to the DRB.

DRB dispute meetings shall be informal. There shall be no testimony under oath or cross-examination. There shall be no reporting of the procedures by a shorthand reporter or by electronic means. Documents and verbal statements shall be received by the DRB in conformance with acceptance standards established by the DRB. These standards need not comply with prescribed legal laws of evidence.

The third DRB member shall act as Chairperson for dispute meetings and all other DRB activities. The parties shall have a representative at all dispute meetings. Failure to attend a duly noticed dispute meeting by either of the parties shall be conclusively considered by the DRB as indication that the non-attending party considers written submittals as their entire and complete argument. The claimant shall discuss the dispute, followed by the other party. Each party shall then be allowed one or more rebuttals until all aspects of the dispute are thoroughly covered. DRB members shall ask questions, seek clarification, and request further data from either of the parties as may be necessary to assist in making a fully informed recommendation. The DRB may request from either party documents or information that would assist the DRB in making its findings and recommendations including, but not limited to, documents used by the CONTRACTOR in preparing the bid for the project. A refusal by a party to provide information requested by the DRB may be considered by the DRB as an indication that the requested material would tend to disprove that party's position. In large or complex cases, additional dispute meetings may be necessary in order to consider all the evidence presented by both parties. All involved parties shall maintain the confidentiality of all documents and information, as provided in this AGREEMENT.

During dispute meetings, no DRB member shall express an opinion concerning the merit of any facet of the case. DRB deliberations shall be conducted in private, with interim individual views kept strictly confidential.

After dispute meetings are concluded, the DRB shall meet in private and reach a conclusion supported by 2 or more members. Private sessions of the DRB may be held at a location other than the job site or by electronic conferencing as deemed appropriate, in order to expedite the process.

The DRB's findings and recommendations, along with discussion of reasons therefor, shall then be submitted as a written report to both parties. Recommendations shall be based on the pertinent contract provisions, applicable laws and regulations, and facts and circumstances related to the dispute. The report shall be thorough in discussing the facts considered, the contract language, law or regulation viewed by the DRB as pertinent to the issues, and the DRB's interpretation and philosophy in arriving at its conclusions and recommendations. The DRB's report shall stand on its own, without attachments or appendices. The DRB Chairperson shall furnish a copy of the written recommendation report to the DRB Coordinator, Division of Construction, MS 44, P.O. Box 942874, Sacramento, CA 94274.

With prior written approval of both parties, the DRB may obtain technical services necessary to adequately review the disputes presented, including audit, geotechnical, schedule analysis and other services. The parties' technical staff may supply those services as appropriate. The cost of technical services, as agreed to by the parties, shall be borne equally by the 2 parties as specified in an approved contract change order. The CONTRACTOR will not be entitled to markups for the payments made for these services.

The DRB shall resist submittal of incremental portions of information by either party, in the interest of making a fully informed decision and recommendation.

The DRB shall make every effort to reach a unanimous decision. If this proves impossible, the dissenting member shall prepare a minority opinion, which shall be included in the DRB's report.

Although both parties should place weight upon the DRB's recommendations, they are not binding. Either party may appeal a recommendation to the DRB for reconsideration. However, reconsideration shall only be allowed when there is new evidence to present, and the DRB shall accept only one appeal from each party pertaining to an individual DRB recommendation. The DRB shall hear appeals in conformance with the terms described in the Section entitled "Dispute Review Board" in the special provisions.

E. DRB MEMBER REPLACEMENT

Should the need arise to appoint a replacement DRB member, the replacement DRB member shall be appointed in the same manner as the original DRB members were appointed. The selection of a replacement DRB member shall begin promptly upon notification of the necessity for a replacement and shall be completed within 15 days. This AGREEMENT shall be amended to indicate change in DRB membership.

SECTION III CONTRACTOR RESPONSIBILITIES

The CONTRACTOR shall furnish to each DRB member one copy of pertinent documents that are or may become necessary for the DRB to perform their function. Pertinent documents are written notices of potential claim, responses to those notices, drawings or sketches, calculations, procedures, schedules, estimates, or other documents which are used in the performance of the work or in justifying or substantiating the CONTRACTOR's position. The CONTRACTOR shall also furnish a copy of such pertinent documents to the STATE, in conformance with the terms outlined in the special provisions.

SECTION IV STATE RESPONSIBILITIES

The STATE will furnish the following services and items:

A. CONTRACT RELATED DOCUMENTS

The STATE will furnish to each DRB member one copy of Notice to Contractors and Special Provisions, Proposal and Contract, Plans, Standard Specifications, and Standard Plans, change orders, written instructions issued by the STATE to the CONTRACTOR, or other documents pertinent to any dispute that has been referred to the DRB and necessary for the DRB to perform its function.

B. COORDINATION AND SERVICES

The STATE, through the Engineer, will, in cooperation with the CONTRACTOR, coordinate the operations of the DRB. The Engineer will arrange or provide conference facilities at or near the project site and provide secretarial and copying services to the DRB without charge to the CONTRACTOR.

SECTION V TIME FOR BEGINNING AND COMPLETION

Once established, the DRB shall be in operation until the day of acceptance of the contract. The DRB members shall not begin work under the terms of this AGREEMENT until authorized in writing by the STATE.

SECTION VI PAYMENT

A. ALL INCLUSIVE RATE PAYMENT

The STATE and the CONTRACTOR shall bear the costs and expenses of the DRB equally. Each DRB member shall be compensated at an agreed rate of \$1,200 per day if time spent per meeting, including on-site time plus one hour of travel time, is greater than 4 hours. Each DRB member shall be compensated at an agreed rate of \$700 per day if time spent per meeting, including on-site time plus one hour of travel time, is less than or equal to 4 hours. The agreed rates shall be considered full compensation for on-site time, travel expenses, transportation, lodging, time for travel and incidentals for each day, or portion thereof, that the DRB member is at an authorized DRB meeting. No additional compensation will be made for time spent by DRB members in review and research activities outside the official DRB meetings unless that time has been specifically agreed to in advance by the parties will be compensated at an agreed rate of \$125 per hour. The agreed amount of \$125 per hour shall include all incidentals including expenses for telephone, fax, and computer services. Members serving on more than one DRB involving the State, regardless of the number of meetings per day, shall not be paid more than the all inclusive rate per day or rate per hour for an individual project. The STATE will provide, at no cost to the CONTRACTOR, administrative services such as conference facilities and secretarial services to the DRB.

B. PAYMENTS

DRB members shall be compensated at the same rate. The CONTRACTOR shall make direct payments to each DRB member for their participation in authorized meetings and approved hourly rate charges from invoices submitted by each DRB member. The STATE will reimburse the CONTRACTOR for its share of the costs of the DRB.

The DRB members may submit invoices to the CONTRACTOR for partial payment for work performed and services rendered for their participation in authorized meetings not more often than once per month during the progress of the work. The invoices shall be in a format approved by the parties and accompanied by a general description of activities performed during that billing period. Payment for hourly fees, at the agreed rate, shall not be paid to a DRB member until the amount and extent of those fees are approved by the STATE and CONTRACTOR.

Invoices shall be accompanied by original supporting documents, which the CONTRACTOR shall include with the extra work billing when submitting for reimbursement of the STATE's share of cost from the STATE. The CONTRACTOR will be reimbursed for one-half of approved costs of the DRB. No markups will be added to the CONTRACTOR's payment.

C. INSPECTION OF COSTS RECORDS

The DRB members and the CONTRACTOR shall keep available for inspection by representatives of the STATE and the United States, for a period of 3 years after final payment, the cost records and accounts pertaining to this AGREEMENT. If any litigation, claim, or audit arising out of, in connection with, or related to this contract is initiated before the expiration of the 3-year period, the cost records and accounts shall be retained until such litigation, claim, or audit involving the records is completed.

SECTION VII ASSIGNMENT OF TASKS OF WORK

The DRB members shall not assign the work of this AGREEMENT.

SECTION VIII TERMINATION OF DRB MEMBERS

DRB members may resign from the DRB by providing not less than 15 days written notice of the resignation to the STATE and CONTRACTOR. DRB members may be terminated by their original appointing power or by either party, for failing to fully comply at all times with all required employment and financial disclosure conditions of DRB membership in conformance with the terms of the contract.

SECTION IX LEGAL RELATIONS

The parties hereto mutually understand and agree that the DRB member in the performance of duties on the DRB, is acting in the capacity of an independent agent and not as an employee of either party.

No party to this AGREEMENT shall bear a greater responsibility for damages or personal injury than is normally provided by Federal or State of California Law.

Notwithstanding the provisions of this contract that require the CONTRACTOR to indemnify and hold harmless the STATE, the parties shall jointly indemnify and hold harmless the DRB members from and against all claims, damages, losses, and expenses, including but not limited to attorney's fees, arising out of and resulting from the findings and recommendations of the DRB.

SECTION X CONFIDENTIALITY

The parties hereto mutually understand and agree that all documents and records provided by the parties in reference to issues brought before the DRB, which documents and records are marked "Confidential - for use by the DRB only," shall be kept in confidence and used only for the purpose of resolution of subject disputes, and for assisting in development of DRB findings and recommendations; that such documents and records will not be utilized or revealed to others, except to officials of the parties who are authorized to act on the subject disputes, for any purposes, during the life of the DRB. Upon termination of this AGREEMENT, said confidential documents and records, and all copies thereof, shall be returned to the parties who furnished them to the DRB. However, the parties understand that such documents shall be subsequently discoverable and admissible in court or arbitration proceedings unless a protective order has been obtained by the party seeking further confidentiality.

SECTION XI DISPUTES

Disputes between the parties hereto, including disputes between the DRB members and either party or both parties, arising out of the work or other terms of this AGREEMENT, which cannot be resolved by negotiation and mutual concurrence between the parties, or through the administrative process provided in the contract, shall be resolved by arbitration as provided in Section 9-1.10, "Arbitration," of the Standard Specifications.

SECTION XII VENUE, APPLICABLE LAW, AND PERSONAL JURISDICTION

In the event that any party, including an individual member of the DRB, deems it necessary to institute arbitration proceedings to enforce any right or obligation under this AGREEMENT, the parties hereto agree that such action shall be initiated in the Office of Administrative Hearings of the State of California. The parties hereto agree that all questions shall be resolved by arbitration by application of California law and that the parties to such arbitration shall have the right of appeal from such decisions to the Superior Court in conformance with the laws of the State of California. Venue for the arbitration shall be Sacramento or any other location as agreed to by the parties.

SECTION XIII FEDERAL REVIEW AND REQUIREMENTS

On Federal-Aid contracts, the Federal Highway Administration shall have the right to review the work of the DRB in progress, except for private meetings or deliberations of the DRB.

Other Federal requirements in this agreement shall only apply to Federal-Aid contracts.

SECTION XIV CERTIFICATION OF THE CONTRACTOR, THE DRB MEMBERS, AND THE STATE

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT as of the day and year first above written.

DRB MEMBER

By: _____

Title: _____

DRB MEMBER

By : _____

Title : _____

CONTRACTOR

By: _____

Title: _____

DRB MEMBER

By: _____

Title : _____

CALIFORNIA STATE DEPARTMENT
OF TRANSPORTATION

By: _____

Title: _____

5-1.13 FORCE ACCOUNT PAYMENT

Payment for extra work at force account will be determined by either non-subcontracted or subcontracted force account payment unless otherwise specified.

Non-Subcontracted Force Account Payment:

When extra work to be paid for on a force account basis is performed by the Contractor, compensation will be determined in accordance with Section 9-1.03, "Force Account Payment," of the Standard Specifications and these special provisions.

The second, third and fourth paragraphs of Section 9-1.03A, "Work Performed by Contractor," in the Standard Specifications, shall not apply.

Attention is directed to "Time-Related Overhead" of these special provisions.

To the total of the direct costs for work performed on a force account basis, computed as provided in Sections 9-1.03A(1), "Labor," 9-1.03A(2), "Materials," and 9-1.03A(3), "Equipment Rental," of the Standard Specifications, there will be added the following markups:

Cost	Percent Markup
Labor	28
Materials	10
Equipment Rental	10

The above markups shall be applied to work performed on a force account basis, regardless of whether the work revises the current contract completion date.

The above markups, together with payments made for time-related overhead pursuant to "Time-Related Overhead" of these special provisions, shall constitute full compensation for all overhead costs for work performed on a force account basis. These overhead costs shall be deemed to include all items of expense not specifically designated as cost or equipment rental in conformance with the provisions in Sections 9-1.03A(1), "Labor," 9-1.03A(2), "Materials," and 9-1.03A(3), "Equipment Rental," of the Standard Specifications. The total payment made as provided above and in the first paragraph of Section 9-1.03A, "Work Performed by Contractor," of the Standard Specifications shall be deemed to be the actual cost of the work performed on a force account basis, and shall constitute full compensation therefor.

Full compensation for overhead costs for work performed on a force account basis, and for which no adjustment is made to the quantity for time-related overhead conforming to the provisions in "Time-Related Overhead" of these special provisions, shall be considered as included in the markups specified above, and no additional compensation will be allowed therefor.

Subcontracted Force Account Payment:

When extra work to be paid for on a force account basis is performed by a subcontractor approved in conformance with the provisions in Section 8-1.01, "Subcontracting," of the Standard Specifications, compensation will be determined in accordance with the provisions in Section 9-1.03, "Force Account Payment," of the Standard Specifications.

5-1.14 COMPENSATION ADJUSTMENTS FOR PRICE INDEX FLUCTUATIONS

The provisions of this section shall apply only to the following contract items:

ITEM CODE	ITEM
390102	ASPHALT CONCRETE (TYPE A)
397001	ASPHALTIC EMULSION (PAINT BINDER)
390106	ASPHALT CONCRETE (OPEN GRADED)
390108	ASPHALT CONCRETE BASE (TYPE A)
390126	RUBBERIZED ASPHALT CONCRETE (TYPE G)
391005	PAVING ASPHALT (BINDER-PAVEMENT REINFORCING FABRIC)

The compensation payable for asphalt concrete, asphaltic emulsion (paint binder), asphalt concrete base and paving asphalt (binder-pavement reinforcing fabric) will be increased or decreased in conformance with the provisions of this section for paving asphalt price fluctuations exceeding 10 percent (1u/lb is greater than 1.10 or less than 0.90) which occur during performance of the work.

The quantity of paving asphalt used in asphaltic emulsion (paint binder) will be determined by multiplying the item quantity for asphaltic emulsion (paint binder) included in a monthly estimate by the minimum percent residue specified in Section 94, "Asphaltic Emulsions," of the Standard Specifications. The asphaltic emulsion minimum percent residue will be based on the type of emulsion used by the Contractor.

At the Contractor's option, the Contractor may provide actual daily test results for paving asphalt residue for the asphaltic emulsion (paint binder) used. Test results provided by the Contractor shall be from an independent testing laboratory that participates in the AASHTO Proficiency Sample Program. The Contractor shall take samples of asphaltic emulsion from the distributor truck at mid-load from a sampling tap or thief. Two separate 2-liter samples shall be taken in the presence of the Engineer. The Contractor shall provide one sample to the Contractor's independent testing laboratory, with 24 hours of sampling. The second sample shall be given to the Engineer. The test results from the Contractor's independent testing laboratory shall be delivered to the Engineer within 10 days from sample date.

The adjustment in compensation will be determined in conformance with the following formulae when the item of asphalt concrete, asphaltic emulsion, asphalt concrete base or paving asphalt (binder-pavement reinforcing fabric) is included in a monthly estimate:

- A. Total monthly adjustment = AQ
- B. For an increase in paving asphalt price index exceeding 10 percent:

$$A = 0.90 (1.1023) (I_u/I_b - 1.10) I_b$$

- C. For a decrease in paving asphalt price index exceeding 10 percent:

$$A = 0.90 (1.1023) (I_u/I_b - 0.90) I_b$$

Where:

A = Adjustment in dollars per tonne of paving asphalt used to produce asphalt concrete, asphalt concrete base, asphaltic emulsion residue used as paint binder and used as a binder for pavement reinforcing fabric rounded to the nearest \$0.01.

I_u = The California Statewide Paving Asphalt Price Index which is in effect on the first business day of the month within the pay period in which the quantity subject to adjustment was included in the estimate.

I_b = The California Statewide Paving Asphalt Price Index for the month in which the bid opening for the project occurred.

Q = Quantity in tonnes of paving asphalt that was used as a binder for pavement reinforcing fabric plus the quantity in tonnes of paving asphalt that would have been used in producing the quantity of asphalt concrete base plus the quantity of paving asphalt that was used in producing the quantity of asphalt concrete shown under "This Estimate" on the monthly estimate using the amount of asphalt determined by the Engineer plus the quantity in tonnes of paving asphalt that would have been used as residue in the asphaltic emulsion (paint binder) shown under "This Estimate" on the monthly estimate.

The adjustment in compensation will also be subject to the following:

- A. The compensation adjustments provided herein will be shown separately on payment estimates. The Contractor shall be liable to the State for decreased compensation adjustments and the Department may deduct the amount thereof from any moneys due or that may become due the Contractor.
- B. Compensation adjustments made under this section will be taken into account in making adjustments in conformance with the provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications.
- C. In the event of an overrun of contract time, adjustment in compensation for paving asphalt included in estimates during the overrun period will be determined using the California Statewide Paving Asphalt Price Index in effect on the first business day of the month within the pay period in which the overrun began.

The California Statewide Paving Asphalt Price Index is determined each month on the first business day of the month by the Department using the median of posted prices in effect as posted by Chevron, Mobil, and Unocal for the Buena Vista, Huntington Beach, Kern River, Long Beach, Midway Sunset, and Wilmington fields.

In the event that the companies discontinue posting their prices for a field, the Department will determine an index from the remaining posted prices. The Department reserves the right to include in the index determination the posted prices of additional fields.

The California Statewide Paving Asphalt Price Index is available on the Division of Engineering Services website at:

Contract No. 12-043214

5-1.15 AREAS FOR CONTRACTOR'S USE

Attention is directed to the provisions in Section 7-1.19, "Rights in Land and Improvements," of the Standard Specifications and these special provisions.

The highway right of way shall be used only for purposes that are necessary to perform the required work. The Contractor shall not occupy the right of way, or allow others to occupy the right of way, for purposes which are not necessary to perform the required work.

No State-owned parcels adjacent to the right of way are available for the exclusive use of the Contractor within the contract limits. The Contractor shall secure, at the Contractor's own expense, areas required for plant sites, storage of equipment or materials, or for other purposes.

The paved roadway and parking lot of the abandoned picnic area is available for the exclusive use of the Contractor. Use of the abandoned picnic area roadway and parking lot shall be at the Contractor's own risk, and the State shall not be held liable for damage to or loss of materials or equipment located within such areas.

Areas outside the paved roadway to the abandoned picnic area and parking lot, including the planted area in the center of the parking lot, shall not be used to store equipment or materials. Care shall be taken not to damage trees or vegetation surrounding the existing paved roadway and parking lot of the abandoned picnic area.

Residence trailers will not be allowed within the highway right of way, except that one trailer will be allowed for yard security purposes.

The Contractor shall remove equipment, materials, and rubbish from the work areas and other State-owned property which the Contractor occupies. The Contractor shall leave the areas in a presentable condition in conformance with the provisions in Section 4-1.02, "Final Cleaning Up," of the Standard Specifications.

The Contractor shall secure, at the Contractor's own expense, areas required for plant sites, storage of equipment or materials or for other purposes, if sufficient area is not available to the Contractor within the contract limits, or at the sites designated on the plans outside the contract limits.

5-1.16 PAYMENTS

Attention is directed to Sections 9-1.06, "Partial Payments," and 9-1.07, "Payment After Acceptance," of the Standard Specifications and these special provisions.

For the purpose of making partial payments pursuant to Section 9-1.06, "Partial Payments," of the Standard Specifications, the amount set forth for the contract items of work hereinafter listed shall be deemed to be the maximum value of the contract item of work which will be recognized for progress payment purposes:

- | | |
|---|-----------|
| A. Clearing and Grubbing | \$ 40,000 |
| B. Progress Schedule (Critical Path Method) | \$ 15,000 |

After acceptance of the contract pursuant to the provisions in Section 7-1.17, "Acceptance of Contract," of the Standard Specifications, the amount, if any, payable for a contract item of work in excess of the maximum value for progress payment purposes hereinabove listed for the item, will be included for payment in the first estimate made after acceptance of the contract.

In determining the partial payments to be made to the Contractor, only the following listed materials will be considered for inclusion in the payment as materials furnished but not incorporated in the work:

- A. Reinforced Concrete Pipe
- B. Corrugated Steel Pipe and appurtenances
- C. Corrugated Steel Pipe Downdrain and appurtenances
- D. Rock Slope Protection Fabric
- E. Miscellaneous Iron and Steel
- F. Metal Beam Guardrailing and appurtenances
- G. Pavement Markers
- H. Pipe Piling
- I. Bar Reinforcing Steel
- J. Headed Bar Reinforcing

5-1.17 PROJECT INFORMATION

The information in this section has been compiled specifically for this project and is made available for bidders and Contractors. Other information referenced in the Standard Specifications and these special provisions do not appear in this section. The information is subject to the conditions and limitations set forth in Section 2-1.03, "Examination of Plans, Specifications, Contract, and Site of Work," and Section 6-2, "Local Materials," of the Standard Specifications. Bidders and Contractors shall be responsible for knowing the procedures for obtaining information.

Information attached to the project plans is as follows:

A. Log of Test Borings.

Information included in the Information Handout provided to bidders and Contractors is as follows:

- A. Foundation Report for Anchor Wall N0550; Dated 12/09/05 Br. No. 55E0034
- B. Foundation Report for Retaining Wall N0715; Dated 12/09/05 Br. No. 55E0035
- C. Foundation Report for Anchor Wall N1060; Dated 12/09/05 Br. No. 55E0036
- D. Foundation Report for Anchor Wall N1335; Dated 12/09/05 Br. No. 55E0037
- E. Foundation Report for Retaining Wall S1745; Dated 12/09/05 Br. No. 55E0038
- F. Foundation Report for Anchor Wall N1860; Dated 12/09/05 Br. No. 55E0039
- G. Foundation Report for Anchor Wall N1970; Dated 12/09/05 Br. No. 55E0040
- H. Foundation Report for Anchor Wall N2060; Dated 12/09/05 Br. No. 55E0041
- I. Foundation Report for Anchor Wall N2240; Dated 12/09/05 Br. No. 55E0042
- J. Foundation Report for Anchor Wall N2360; Dated 12/09/05 Br. No. 55E0043
- K. Foundation Report for Anchor Wall N2425; Dated 12/09/05 Br. No. 55E0044
- L. Foundation Report for Anchor Wall N2880; Dated 12/09/05 Br. No. 55E0045
- M. Foundation Report for Retaining Wall N2945; Dated 12/09/05 Br. No. 55E0046
- N. Foundation Report for Retaining Wall S3010; Dated 12/09/05 Br. No. 55E0047
- O. Foundation Report for Viaduct N3115; Dated 12/09/05 Br. No. 55-1089
- P. Foundation Report for Viaduct S3130; Dated 12/09/05 Br. No. 55-1090
- Q. Foundation Report for Anchor Wall N3300; Dated 12/09/05 Br. No. 55E0048
- R. Foundation Report for Anchor Wall N3615; Dated 12/09/05 Br. No. 55E0049
- S. Foundation Report for Anchor Wall N3780; Dated 12/09/05 Br. No. 55E0050
- T. Foundation Report for Viaduct N4385; Dated 12/09/05 Br. No. 55-1091
- U. Foundation Review, Ortega Highway Safety Improvements, 2/16/06 Various
- V. Foundation Review, Retaining Wall N0715, 2/16/06 Br. No. 55E0035
- W. Foundation Review, Retaining Wall S1745; 2/16/06 Br. No. 55E0038
- X. Foundation Review, Retaining Wall N2945; 2/16/06 Br. No. 55E0046
- Y. Foundation Review, Retaining Wall S3010; 2/16/06 Br. No. 55E0047
- Z. Foundation Review, Sidehill Viaduct N3115; 2/16/06 Br. No. 55-1089
- AA. Foundation Review, Sidehill Viaduct S3130; 2/16/06 Br. No. 55-1090
- BB. Foundation Review, Sidehill Viaduct N4385; 2/16/06 Br. No. 55-1091
- CC. Biological Opinion
- DD. Materials Letter Report
- EE. Fire Plan
- FF. QMB Prebid Price Quotes
- GG. Quickchange Moveable Barrier System
- HH. Appendix C "Invasive Species" of "United States Department of Agriculture, Cleveland National Forest Land Management Plans"
- II. National Forest Service Special Use Permit
- JJ. California Regional Water Quality Control Board 401 Certification
- KK. Department of Fish and Game Streambed Alteration Agreement
- LL. Army Corps of Engineers Nationwide Permit

Cross sections are available in electronic copy.

The District Office in which the work is situated is located at 3347 Michelson Drive, Suite 100, Irvine, CA 92612-1692.

Information available for inspection at the District 7 Materials Laboratory located at 1615 South Wall Street, Los Angeles, CA 90015, is as follows:

A. Rock Cores.

Bidders and Contractors may contact the Transportation Laboratory to request viewing rock cores via electronic mail at the following address:

Coreroom@dot.ca.gov

Request shall be submitted at least 10 working days before the intended date for viewing, and shall include the District-County-Route, bridge number, contract number, viewing date, and contact information including telephone number.

5-1.18 WATER CONSERVATION

Attention is directed to the various sections of the Standard Specifications and these special provisions which require the use of water for the construction of this project. Attention is directed to Section 7, "Legal Relations and Responsibility," of the Standard Specifications with regards to the Contractor's responsibilities for public convenience, public safety, preservation of property, indemnification, and insurance.

Nothing in this section "Water Conservation" shall relieve the Contractor from furnishing an adequate supply of water required for the proper construction of this project in conformance with the provisions in the Standard Specifications or these special provisions or relieve the Contractor from the legal responsibilities defined in Section 7.

The Contractor shall, whenever possible and not in conflict with the above requirements, minimize the use of water during construction of the project. Watering equipment shall be kept in good working order; water leaks shall be repaired promptly; and washing of equipment, except when necessary for safety or for the protection of equipment, shall be discouraged.

Concreted-rock slope protection, minor structures, and miscellaneous concrete construction shall not be cured by using water.

5-1.19 UNITED STATES FOREST SERVICE REQUIREMENTS

This project is located within the limits of Cleveland National Forest. The work shall be performed in conformance with Federal and State laws and with the regulations of the "United States Department of Agriculture, Cleveland National Forest Land Management Plans" governing preservation of natural features of forests and improvements therein.

Attention is directed to Appendix C "Invasive Species" of "United States Department of Agriculture, Cleveland National Forest Land Management Plans"

The Department and the United States Forest Service have entered into a Special Use Permit Agreement (No. TRD06807). The Contractor shall be fully informed of the requirements of this agreement as well as rules, regulations, and conditions that govern the Contractor's operations in these areas and shall conduct the work accordingly.

A copy of the Special Use Permit shall be kept on the site with the Contractor. Copies of the agreement may be obtained at the Department of Transportation, Plans and Bid Documents Section, MS 26, 1120 N Street, Room 200, Sacramento, CA 95814, Telephone 916-654-4490, and are available for inspection at the office of the District Director of Transportation at District 12, Construction Administration Branch, 3347 Michelson Drive, Suite 100, Irvine, CA, 92612, Telephone (949)724-2269.

Modifications to the agreement between the Department and the United States Forest Service which are proposed by the Contractor shall be submitted in writing to the Engineer for transmittal to the United States Forest Service Land Officer for consideration.

When the Contractor is notified by the Engineer that a modification to the agreement is under consideration, no work shall be performed which is inconsistent with the original agreement. Compensation for delay will be determined in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

Modifications to any agreement between the Department and the United States Forest Service will be fully binding on the Contractor.

The provisions of this section shall be made a part of every subcontract executed pursuant to this contract.

Full compensation for conforming to the provisions in this section shall be considered as included in the prices paid for the various contract items of work and no additional compensation will be allowed therefor.

5-1.20 RELATIONS WITH CALIFORNIA DEPARTMENT OF FISH AND GAME

A portion of this project is located within the jurisdiction of the California Department of Fish and Game. An agreement regarding a stream or lake has been entered into by the Department of Transportation and the Department of Fish and Game. The Contractor shall be fully informed of the requirements of this agreement as well as rules, regulations, and conditions that may govern the Contractor's operations in these areas and shall conduct the work accordingly.

Copies of the agreement may be obtained at the Department of Transportation, Plans and Bid Documents Section, MS 26, 1120 N Street, Room 200, Sacramento, CA 95814, Telephone (916) 654-4490, and are available for inspection at the

office of the District Director of Transportation at District 12, Construction Administration Branch, 3347 Michelson Drive, Suite 100, Irvine, CA, 92612, Telephone (949)724-2269.

It is unlawful for any person to divert, obstruct or change the natural flow of the bed, channel or bank of a stream, river or lake without first notifying the Department of Fish and Game, unless the project or activity is noticed and constructed in conformance with conditions imposed under Fish and Game Code Section 1602.

Attention is directed to Sections 7-1.01, "Laws to be Observed," 7-1.01G, "Water Pollution," and 7-1.12, "Indemnification and Insurance," of the Standard Specifications.

Modifications to the agreement between the Department of Transportation and the Department of Fish and Game which are proposed by the Contractor shall be submitted in writing to the Engineer for transmittal to the Department of Fish and Game for their consideration.

When the Contractor is notified by the Engineer that a modification to the agreement is under consideration, no work shall be performed which is inconsistent with the original agreement or proposed modification until the Departments take action on the proposed modifications. Compensation for delay will be determined in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The provisions of this section shall be made a part of every subcontract executed pursuant to this contract.

Modifications to any agreement between the Department of Transportation and the Department of Fish and Game will be fully binding on the Contractor. The provisions of this section shall be made a part of every subcontract executed pursuant to this contract.

5-1.21 RELATIONS WITH CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD

The location of the project is within an area controlled by the Regional Water Quality Control Board. A Regional Water Quality Control Board Order has been issued covering work to be performed under this contract. The Contractor shall be fully informed of rules, regulations, and conditions that may govern the Contractor's operations in the areas and shall conduct the work accordingly.

Copies of the order may be obtained at the Department of Transportation, Plans and Bid Documents Section, MS 26, 1120 N Street, Room 200, Sacramento, CA 95814, Telephone 916-654-4490, and are available for inspection at the office of the District Director of Transportation at District 12, Construction Administration Branch, 3347 Michelson Drive, Suite 100, Irvine, CA, 92612, Telephone (949)724-2269.

Attention is directed to Section 7-1.11, "Preservation of Property," and Section 7-1.12, "Indemnification and Insurance," of the Standard Specifications.

Changes in the above listed conditions proposed by the Contractor shall be submitted to the Engineer for transmittal to the Regional Water Quality Control Board for their approval. Changes shall not be implemented until approved in writing by the Regional Water Quality Control Board.

Attention is directed to Section 8-1.06, "Time of Completion," of the Standard Specifications. Days when the Contractor's operations are restricted by the requirements of this section shall not be considered to be nonworking days whether or not the controlling operation is delayed.

5-1.22 RELATIONS WITH U.S. ARMY CORPS OF ENGINEERS

The location of the project is within an area controlled by the U.S. Army Corps of Engineers. A permit has been issued covering work to be performed under this contract. The Contractor shall be fully informed of rules, regulations, and conditions that may govern the Contractor's operations in the areas and shall conduct the work accordingly. Said document shall be considered a part of, and shall become, an integral part of the special provisions and contract for this project.

Copies of the order may be obtained at the Department of Transportation, Plans and Bid Documents Section, MS 26, 1120 N Street, Room 200, Sacramento, CA 95814, Telephone 916-654-4490, and are available for inspection at the office of the District Director of Transportation at District 12, Construction Administration Branch, 3347 Michelson Drive, Suite 100, Irvine, CA, 92612, Telephone (949)724-2269.

Any modifications to the permit which are proposed by the Contractor shall be submitted, in writing to the Engineer for transmittal to the U.S. Army Corps of Engineers for their consideration.

Attention is directed to Section 8-1.06, "Time of Completion," of the Standard Specifications. Days when the Contractor's operations are restricted by the requirements of this section shall not be considered to be nonworking days whether or not the controlling operation is delayed.

When the Contractor is notified by the Engineer that a modification to the permit is under consideration, no work will be allowed on the proposed modification until the Department takes action on the proposed modification. Any modifications to any agreement between the Departments of Transportation and the U.S. Army Corps of Engineers shall be fully binding on the Contractor, and the provisions of this section shall be made a part of every subcontract executed pursuant to this contract. No additional time or compensation will be allowed for delays caused by the Contractor's proposed modifications to the agreement between the Departments of Transportation and the U.S. Army Corps of Engineers.

Full compensation for conforming to the above requirements shall be considered as included in the contract prices paid for the various contract items of work and no additional compensation will be allowed therefor.

5-1.23 ARCHAEOLOGICAL MONITORING

The Contractor's attention is directed to the designated Archaeological Monitoring Area (AMA) shown on the plans.

Within the boundaries of an (AMA), as indicated on the plans, or where designated by the Engineer, no construction or related activities, which may involve ground disturbance, are permitted without the presence of a designated Department archaeological monitor.

Ground disturbance includes, but is not limited to, clearing and grubbing, roadway excavation, structure excavation, drainage excavation, contour grading, scarification of ground surface, auger borings, fence post holes, sign post holes, landscaping and roadway removal.

The Engineer shall be notified, by the Contractor, of a meeting which the Contractor or other officer of his organization, will be required to establish and participate in. The meeting will be assembled prior to the start of work on this contract, to delineate the location of the (AMA) on the ground and to introduce the Department monitor.

The Contractor shall be responsible for scheduling said meeting adequately in advance of commencing construction operations, in order to comply with other requirements specified herein. The meeting shall be between 8:00 a.m. and 3:00 p.m., Monday through Friday, except legal holidays. The Contractor shall submit a request for said meeting to the Engineer, in writing, not less than 5 days in advance of the day and time of the meeting.

The Contractor shall notify the Engineer at least 10 days in advance of commencing any work within the (AMA). The notification shall include a schedule of the hours and days to be worked, including Saturdays, Sundays and holidays.

The monitors have the authority to halt construction operations in the vicinity of an archaeological find, if significant or potentially significant cultural resources are exposed or adversely affected by construction operations.

Should human skeletal material or other archaeological finds be uncovered, the Contractor's construction activities, within 20 meters of the find, shall be halted immediately and shall not be resumed until permitted, in writing, by the Engineer.

In the event that any skeletal remain or artifact is found, and, if in the opinion of the Engineer, the Contractor's operations are delayed or interfered with by reason of the skeletal remain or artifact being found, the State will compensate the Contractor for such delays to the extent provided for in Section 8-1.09, "Right-of-Way Delays," of the Standard Specifications and not as otherwise, except as provided in Section 8-1.01, "Utility and Non-Highway Facilities," of the Standard Specifications.

The Department reserves the right to use other forces for exploratory work to identify the extent of areas requiring archaeological evaluation or recovery. Contractor labor, equipment and materials required to assist the archaeologist shall be paid as extra work as provided in Section 4-1.03D of the Standard Specifications.

Full compensation for conforming to the above requirements shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefor.

All archaeological materials found during project activities shall become the property of the State.

5-1.24 GENERAL MIGRATORY BIRD PROTECTION

The Contractor shall protect migratory birds, their occupied nests, and their eggs as specified in these special provisions.

Nesting or attempted nesting by migratory birds is anticipated to occur between, but not limited to, February 15 and September 15.

The Federal Migratory Bird Treaty Act (16 U.S.C. 703 et seq.), Title 50 Code of Federal Regulations part 10, and California Department of Fish and Game Code Sections 3503, 3513, and 3800, protect migratory birds, their occupied nests, and their eggs.

The Federal and California Endangered Species Acts protect occupied and unoccupied nests of some threatened and endangered bird species. The Bald Eagle Protection Act (16 U.S.C. 668) prohibits the destruction of bald and golden eagles occupied and unoccupied nests.

When evidence of migratory bird nesting that may be adversely affected by construction activities is discovered, or when birds are injured or killed as a result of construction activities, the Contractor shall immediately stop work within 50 m of the nests and notify the Engineer. Work shall not resume until the Engineer provides written notification that work may begin in this location.

When ordered by the Engineer the Contractor shall use exclusion devices or remove and dispose of partially constructed and unoccupied nests of migratory birds on a regular basis to prevent their occupation. Nesting prevention measures performed by the Contractor will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

A delay to the controlling item due to migratory birds or their nests will be considered a temporary suspension of work in accordance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications.

Adjustments will be made for delays that the Engineer determines are not due to the Contractor's failure to perform the provision of the contract in the same manner as for suspensions due to unsuitable weather in Section 8-1.05.

Nest removal activities shall not deposit in, permit to pass into, or place nest materials where they can pass into the waters of this state.

Penalties as used in this section, "General Migratory Bird Protection," shall include fines, penalties, and damages; whether proposed, assessed, or levied against the Department or the Contractor. Penalties shall also include payments made or costs incurred in settlement for alleged violations of applicable laws, regulations, or requirements. Costs incurred could include sums spent instead of penalties, in mitigation or to remediate or correct violations.

Notwithstanding any other remedies authorized by law, the Department may retain or withhold monies due the Contractor under the contract, in an amount determined by the Department, up to and including the entire amount of penalties proposed, assessed, or levied as a result of the Contractor's violation of Federal or State law, regulations or requirements. Funds may be retained by the Department until final disposition has been made as to the penalties. The Contractor shall remain liable for the full amount of penalties until such time as they are finally resolved with the entity seeking the penalties. Upon final disposition, the Department shall inform the Contractor of the withheld amount.

5-1.25 FIRE PLAN

The Contractor shall cooperate with local fire prevention authorities in eliminating hazardous fire conditions and shall implement the following fire plan under the direction of the Engineer:

- A. The Contractor shall be responsible for:
 1. obtaining the phone number of the nearest fire suppression agency and providing this phone number to the Engineer as a first order of work,
 2. immediately reporting to the nearest fire suppression agency fires occurring within the limits of the project,
 3. preventing project personnel from setting open fires not part of the work,
 4. preventing the escape of fires caused directly or indirectly as a result of project operations and extinguishing these fires.
- B. Except for motor trucks, truck tractors, buses and passenger vehicles, the Contractor shall equip all hydro-carbon fueled engines, both stationary and mobile, including motorcycles, with spark arresters that meet United States Forest Service Standards as specified in the Forest Service Spark Arrester Guide and shall maintain the spark arresters in good operating condition. Spark arresters are not required by the State Department of Forestry or the United States Forest Service on equipment powered by properly maintained exhaust-driven turbo-charged engines or when equipped with scrubbers with properly maintained water levels. The Forest Service Spark Arrester Guide is available at the District Offices of the Department of Transportation.
- C. Toilets shall have a metal receptacle, at least 150 mm in diameter by 200 mm deep, half-filled with sand for ashes and discarded smokes, and within easy reach of anyone utilizing the facility.
- D. Equipment service areas, parking areas and gas and oil storage areas shall be located so that there is no flammable material within a radius of at least 15 m of these areas. Small mobile or stationary engine sites shall be cleared of flammable material for a radius of at least 4.6 m from the engine.
- E. Welding sites shall be cleared of flammable material for a radius of at least 3 m from the place of welding.
- F. The Contractor shall use electric blasting caps. In slash areas, a watchperson equipped with shovel and a water-filled backpack can (19 liter), with hand pump, shall remain in the immediate area for an hour after blasting has been completed.
- G. The areas to be cleared and grubbed shall be cleared, and kept clear of, flammable material such as dry grass, weeds, brush, downed trees, oily rags, used oil filters, and waste, paper, cartons, and plastic waste. Glass bottles and jugs are prohibited on the project.
- H. The Contractor shall furnish each piece of equipment with the following:
 1. one shovel, one axe (or pulaski) and one fully charged fire extinguisher UL rated at 2-A:10-B:C or more on each truck, personnel vehicle tractor, grader or other heavy equipment,
 2. two fully charged fire extinguisher UL rated at 4-A:80-B:C or more on each mechanized machine with hydraulic systems, powered by an internal combustion engine,
 3. one shovel and one back-pack 20-L water-filled tank with pump for each welder,
 4. one shovel or one chemical pressurized fire extinguisher, fully charged, for each gasoline-powered tool, including but not limited to chain saws, soil augers, rock drills, etc. The required fire tools shall, at no time, be farther than 8 m from the point of operation of the power tool. Fire extinguishers shall be of the type and size

required by the California Public Resource Code, Section 4431, and the California Administrative Code, Title 14, Section 1234,

5. concentrations of wood dust and debris shall be removed from any motorized vehicle daily,
6. shovels shall be size "O" or larger and shall be not less than 1.2 m in length,
7. axes (or pulaskis) shall have 1.1 kg or larger heads and not be less than 0.7 m in overall length,
8. tractors dozers shall be furnished with two tractor headlights.

- I. The Contractor shall furnish a pickup truck and driver that will be available for fire control during working hours and as specified herein.
- J. The Contractor shall furnish a water tank truck or trailer for the sole purpose of fire control on or in proximity to the project limits when required by the Project Activity Requirements of this special provision.

1. The truck shall be equipped with 10 shovels, 5 axes, 2 back-pack 20-L water-filled tanks with pumps, or other fire tools substituted on a one to one basis at the option of the Contractor and approved by the Engineer.
2. The truck or trailer shall be equipped with a 1130-L tank of water with a gasoline motor powered pump capable of delivering 87 liters per minute at 1200 kPa at sea level. The power pump shall have fuel for at least two hours of operation. Pump outlet shall be equipped with 38 mm National Standard Fire Hose thread.
3. The truck or trailer shall be equipped with a combination straight stream-fog nozzle with 90 m of 25 mm fire hose, with no segment longer than 15 m. Fire hose with nozzle shall be capable of withstanding 1380 kPa pump pressure without leaking, slipping of couplings, distortions, or other failures. Nozzle discharge shall have a rating of 23 to 75 liters per minute.

- K. The Contractor shall be aware of the Project Activity Level (PAL) and conform to the following:

1. The Engineer, will notify the Contractor of the PAL before starting work each day for dissemination and action in the area affected.
2. The Project Activity Level may be changed at any time, if in the judgement of the Forest Service, fire danger is higher or lower than predicted and such change is consistent with forest management objectives. The decision to change the activity level, and when, and how to take weather observations for that purpose, are within the discretion of the Forest Service.
3. The Contractor shall establish work restrictions and fire precautions to those shown on the following table based on the PAL received by the Engineer. Restrictions are cumulative at each level.

Level	Project Activity Requirements	Additional Project Activity Requirements
A	Equipment listed in H and I of this Fire Plan	Same as Project Activity Requirements
B	<ol style="list-style-type: none"> 1. Furnish fire patrolperson. A fire patrolperson is required for mechanical operations from cessation of operations until 2 hours after operations cease or sunset, which ever occurs first 2. Tank truck or trailer shall be on or adjacent to work site 	Same as Project Activity Requirements
C	<ol style="list-style-type: none"> 1. Fire patrol person is required until sunset local time 2. The following operations are prohibited from 1:00 PM until 8:00 PM local time: <ol style="list-style-type: none"> a. Blasting 	<p>Operations are prohibited between 1:00 PM and sunset local time. Operations may continue if the meet the following requirements:</p> <ol style="list-style-type: none"> 1. A fire patrolperson is required for each piece of equipment until sunset local time. 2. Provide periodic (once per hour) inspection of areas treated that day. 3. Provide on-board self extinguishing fire suppression system on each piece of equipment capable of extinguishing any equipment related fire or provide a portable Class A fire suppression system capable of extinguishing a 6

		meter by 6 meter wildland fire within five minutes of discovery. *
D	<p>All following activities may operate:</p> <ol style="list-style-type: none"> 1. Welding or cutting of metal only by special permit 2. Road maintenance 3. Culvert installation 4. Dirt moving 5. Hand slash disposal 6. Chainsaw operations on roadbeds <p>All other operations may continue after 1:00 PM local time, if they meet the following requirements:</p> <p>A fire patrolperson is required to walk all areas treated that day once per hour, until sunset local time. This includes chainsaw felling, metal track skidding, machines with chainsaw cutting heads and mastication equipment.</p>	Same requirements as listed in PAL C:
Ev	<p>All following activities may operate:</p> <ol style="list-style-type: none"> 1. Equipment at approved sites may be serviced. 2. Roads: Dust abatement or rock aggregate installation (does not include pit development) <p>All other operations may continue until 1:00 PM local time when the Forest Service agrees to a variance.</p>	<p>Operations are prohibited, except variances are permitted for operations until 1:00 PM local time when the Forest Service agrees to additional precautions.</p> <p>Minimum requirements: At this level, the following types of equipment shall be immediately available within one quarter mile of the activity to quickly reach and effectively attack a fire start: tractors, skidders or other equipment with a blade capable of constructing fireline, plus PAL level D requirements.</p>
E	<p>The following activities may operate:</p> <ol style="list-style-type: none"> 1. Equipment at approved sites may be serviced. 2. Roads: dust abatement or rock aggregate installation (does not include pit development) 	Operations are prohibited

*Suppression system equipment minimum requirements: 30 m of 25 mm hose, minimum discharge distance or 15 m, minimum pressure 690 kPa at discharge orifice, and sustainable for a minimum of 5 minutes.

If the project is shut down or partially shut down on account of hazardous fire conditions, working days during such period will be determined in the same manner as provided in Section 8-1.06, "Time of Completion," of the Standard Specifications for shutdowns due to weather.

Full compensation for conforming to the provisions herein shall be considered as included in the prices paid for the various contract items of work and no separate payment will be made therefor.

5-1.26 ENVIRONMENTALLY SENSITIVE AREA

Attention is directed to the areas designated on the plans as "Environmentally Sensitive Areas".

Attention is directed to "Temporary Arroyo Toad Fence," "Temporary Fence (Type ESA)" and "Arroyo Toad Protection" of these special provisions.

An environmentally sensitive area (ESA) shall consist of an area within and near the limits of construction where access is prohibited or limited for the preservation of archeological site or existing vegetation, or protection of biological habitat as

shown on the plans. The Engineer will determine the exact location of the boundaries of the ESA. No work shall be conducted within the ESA except as directed in these special provisions.

Attention is directed to Section 7—1.01 "Laws to be Observed," and Section 7—1.04 "Permits and Licenses," of the Standard Specifications regarding State and Federal regulations, permits, or agreements which pertain to an ESA.

Prior to beginning work, the boundaries of the ESA shall be clearly delineated by the placement of temporary fence (Type ESA).

Prior to beginning work, temporary fence (Type ESA) and temporary arroyo toad fence shall be clearly delineated and installed adjacent to and outside of the boundaries of ESA.

Vehicle access, storage or transport of materials or equipment, or other project related activities are prohibited within the boundaries of ESA.

Limited access to ESA areas may be allowed for repair of temporary fence (Type ESA) or temporary arroyo toad fence, collection of native plants, or biological surveys, when approved in writing by the Engineer. Entry shall not be made into ESA areas for the above work without a State Biologist present.

The Contractor shall take precautionary measures, including giving written notice to Contractor's employees and subcontractors, to ensure Contractor's forces, employees and subcontractors, do not enter areas designated as environmentally sensitive areas.

The Contractor shall mitigate damage or impacts to the ESA caused by the Contractor's operations, at the Contractor's expense. If the Engineer determines mitigation work will be performed by others, or if mitigation fees are assessed the Department, deductions from moneys due or to become due the Contractor will be made for the mitigation costs.

5-1.27 ARROYO TOAD PROTECTION

Attention is directed to the United States Fish and Wildlife Service's Endangered Species Act of 1973 (15 USE 703-711) 50 CFR Part 21 and 50 CFR Part 10 that provide for the conservation of endangered and threatened species.

Attention is directed to the Biological Opinion (1-6-05-F-1688.6) issued by the United States Fish and Wildlife Service for this project.

It is anticipated that arroyo toads, which are a listed species under the United States Fish and Wildlife Service's Endangered Species Act may live within the project limits.

A Biologist will be provided by the State for this project. The State provided Biologist will verify the presence or absence of arroyo toads.

The State provided Biologist will monitor construction related activities with the potential to impact arroyo toads to ensure that required construction measures are being implemented.

Attention is directed to "Order of Work", "Clearing and Grubbing", "Environmentally Sensitive Areas", and "Temporary Arroyo Toad Fence" of these special provisions.

Between March 1 and July 30, the Contractor shall notify the Engineer in writing 15 working days prior to beginning work disturbing the ground or vegetation. The notification shall include the timing and order of work to be performed. The Engineer will approve the beginning of work.

Prior to the arroyo toad breeding season of March 1 through July 30, temporary arroyo toad fence shall be installed at the locations shown on the plans and as directed by the Engineer. Temporary arroyo toad fencing will be installed to keep arroyo toads from entering the construction area.

Pools that are identified by the Biologist as being occupied by arroyo toads shall be fenced with temporary arroyo toad fencing as directed by the Engineer.

No equipment or vehicles shall be driven on unpaved access roads adjacent to Environmentally Sensitive Areas after sunset or prior to dawn. If the site must be accessed during these hours, a State provided Biologist shall survey in front of the vehicle to conform the absence of toads. A State provided Biologist, permitted to handle arroyo toads, shall conduct these regulated activities.

If the Contractor elects to work during the hours of darkness near occupied arroyo toad habitat areas, construction lighting shall be aimed away from San Juan Creek as directed by the Engineer.

No construction equipment shall be permitted in San Juan Creek.

During the life of the contract, encounters with arroyo toads shall be handled as follows:

- A. If at any time, arroyo toads are found within the work areas, the Contractor shall immediately stop work and notify the Engineer. Work may resume when directed in writing by the Engineer.

If arroyo toads are found within the project limits and, in the opinion of the Engineer, the Contractor's operations are delayed or interfered with, the State will compensate the Contractor for such delays to the extent provided in Section 8—1.09 "Right of Way Delays," of the Standard Specifications.

Attention is directed to "Time Related Overhead" of these special provisions.

Nothing in this section shall relieve the Contractor from providing for public safety in conformance with the provisions in Section 7—1.09 "Public Safety," of the Standard Specifications.

Full compensation for complying with the requirements of "Arroyo Toad Protection" shall be considered as included in the various items of work involved and no additional compensation will be allowed therefor.

SECTION 6. (BLANK)

SECTION 7. (BLANK)

SECTION 8. MATERIALS

SECTION 8-1. MISCELLANEOUS

8-1.01 SUBSTITUTION OF NON-METRIC MATERIALS AND PRODUCTS

Only materials and products conforming to the requirements of the specifications shall be incorporated in the work. When metric materials and products are not available, and when approved by the Engineer, and at no cost to the State, materials and products in the United States Standard Measures which are of equal quality and of the required properties and characteristics for the purpose intended, may be substituted for the equivalent metric materials and products, subject to the following provisions:

- A. Materials and products shown on the plans or in the special provisions as being equivalent may be substituted for the metric materials and products specified or detailed on the plans.
- B. Before other non-metric materials and products will be considered for use, the Contractor shall furnish, at the Contractor's expense, evidence satisfactory to the Engineer that the materials and products proposed for use are equal to or better than the materials and products specified or detailed on the plans. The burden of proof as to the quality and suitability of substitutions shall be upon the Contractor and the Contractor shall furnish necessary information as required by the Engineer. The Engineer will be the sole judge as to the quality and suitability of the substituted materials and products and the Engineer's decision will be final.
- C. When the Contractor elects to substitute non-metric materials and products, including materials and products shown on the plans or in the special provisions as being equivalent, the list of sources of material specified in Section 6-1.01, "Source of Supply and Quality of Materials," of the Standard Specification shall include a list of substitutions to be made and contract items involved. In addition, for a change in design or details, the Contractor shall submit plans and working drawings in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. The plans and working drawings shall be submitted at least 7 days before the Contractor intends to begin the work involved.

Unless otherwise specified, the following substitutions of materials and products will be allowed:

SUBSTITUTION TABLE FOR PLAIN WIRE REINFORCEMENT

ASTM Designation: A 82

METRIC SIZE SHOWN ON THE PLANS mm ²	SIZE TO BE SUBSTITUTED inch ² x 100
MW9	W1.4
MW10	W1.6
MW13	W2.0
MW15	W2.3
MW19	W2.9
MW20	W3.1
MW22	W3.5
MW25	W3.9, except W3.5 in piles only
MW26	W4.0
MW30	W4.7
MW32	W5.0
MW35	W5.4
MW40	W6.2
MW45	W6.5
MW50	W7.8
MW55	W8.5, except W8.0 in piles only
MW60	W9.3
MW70	W10.9, except W11.0 in piles only
MW80	W12.4
MW90	W14.0
MW100	W15.5

SUBSTITUTION TABLE FOR BAR REINFORCEMENT

METRIC BAR DESIGNATION NUMBER ¹ SHOWN ON THE PLANS	BAR DESIGNATION NUMBER ² TO BE SUBSTITUTED
10	3
13	4
16	5
19	6
22	7
25	8
29	9
32	10
36	11
43	14
57	18

¹Bar designation numbers approximate the number of millimeters of the nominal diameter of the bars.

²Bar numbers are based on the number of eighths of an inch included in the nominal diameter of the bars.

No adjustment will be required in spacing or total number of reinforcing bars due to a difference in minimum yield strength between metric and non-metric bars.

SUBSTITUTION TABLE FOR SIZES OF:

(1) STEEL FASTENERS FOR GENERAL APPLICATIONS (ASTM Designation: A 307 or AASHTO Designation: M 314, Grade 36 or 55), and

(2) HIGH STRENGTH STEEL FASTENERS (ASTM Designation: A 325 or A 449)

METRIC SIZE SHOWN ON THE PLANS mm	SIZE TO BE SUBSTITUTED inch
6 or 6.35	1/4
8 or 7.94	5/16
10 or 9.52	3/8
11 or 11.11	7/16
13, 12.70, or M12	1/2
14 or 14.29	9/16
16, 15.88, or M16	5/8
19, 19.05, or M20	3/4
22, 22.22, or M22	7/8
24, 25, 25.40, or M24	1
29, 28.58, or M27	1-1/8
32, 31.75, or M30	1-1/4
35 or 34.93	1-3/8
38, 38.10, or M36	1-1/2
44 or 44.45	1-3/4
51 or 50.80	2
57 or 57.15	2-1/4
64 or 63.50	2-1/2
70 or 69.85	2-3/4
76 or 76.20	3
83 or 82.55	3-1/4
89 or 88.90	3-1/2
95 or 95.25	3-3/4
102 or 101.60	4

SUBSTITUTION TABLE FOR NOMINAL THICKNESS OF SHEET METAL

UNCOATED HOT AND COLD ROLLED SHEETS		HOT-DIPPED ZINC COATED SHEETS (GALVANIZED)	
METRIC THICKNESS SHOWN ON THE PLANS mm	GAGE TO BE SUBSTITUTED inch	METRIC THICKNESS SHOWN ON THE PLANS mm	GAGE TO BE SUBSTITUTED inch
7.94	0.3125	4.270	0.1681
6.07	0.2391	3.891	0.1532
5.69	0.2242	3.510	0.1382
5.31	0.2092	3.132	0.1233
4.94	0.1943	2.753	0.1084
4.55	0.1793	2.372	0.0934
4.18	0.1644	1.994	0.0785
3.80	0.1495	1.803	0.0710
3.42	0.1345	1.613	0.0635
3.04	0.1196	1.461	0.0575
2.66	0.1046	1.311	0.0516
2.28	0.0897	1.158	0.0456
1.90	0.0747	1.006 or 1.016	0.0396
1.71	0.0673	0.930	0.0366
1.52	0.0598	0.853	0.0336
1.37	0.0538	0.777	0.0306
1.21	0.0478	0.701	0.0276
1.06	0.0418	0.627	0.0247
0.91	0.0359	0.551	0.0217
0.84	0.0329	0.513	0.0202
0.76	0.0299	0.475	0.0187
0.68	0.0269	-----	-----
0.61	0.0239	-----	-----
0.53	0.0209	-----	-----
0.45	0.0179	-----	-----
0.42	0.0164	-----	-----
0.38	0.0149	-----	-----

SUBSTITUTION TABLE FOR WIRE

METRIC THICKNESS SHOWN ON THE PLANS mm	WIRE THICKNESS TO BE SUBSTITUTED inch	GAGE NO.
6.20	0.244	3
5.72	0.225	4
5.26	0.207	5
4.88	0.192	6
4.50	0.177	7
4.11	0.162	8
3.76	0.148	9
3.43	0.135	10
3.05	0.120	11
2.69	0.106	12
2.34	0.092	13
2.03	0.080	14
1.83	0.072	15
1.57	0.062	16
1.37	0.054	17
1.22	0.048	18
1.04	0.041	19
0.89	0.035	20

SUBSTITUTION TABLE FOR PIPE PILES

METRIC SIZE SHOWN ON THE PLANS mm x mm	SIZE TO BE SUBSTITUTED inch x inch
PP 360 x 4.55	NPS 14 x 0.179
PP 360 x 6.35	NPS 14 x 0.250
PP 360 x 9.53	NPS 14 x 0.375
PP 360 x 11.12	NPS 14 x 0.438
PP 406 x 12.70	NPS 16 x 0.500
PP 460 x T	NPS 18 x T"
PP 508 x T	NPS 20 x T"
PP 559 x T	NPS 22 x T"
PP 610 x T	NPS 24 x T"
PP 660 x T	NPS 26 x T"
PP 711 x T	NPS 28 x T"
PP 762 x T	NPS 30 x T"
PP 813 x T	NPS 32 x T"
PP 864 x T	NPS 34 x T"
PP 914 x T	NPS 36 x T"
PP 965 x T	NPS 38 x T"
PP 1016 x T	NPS 40 x T"
PP 1067 x T	NPS 42 x T"
PP 1118 x T	NPS 44 x T"
PP 1219 x T	NPS 48 x T"
PP 1524 x T	NPS 60 x T"

The thickness in millimeters (T) represents an exact conversion of the thickness in inches (T").

SUBSTITUTION TABLE FOR CIDH CONCRETE PILING

METRIC SIZE SHOWN ON THE PLANS	ACTUAL AUGER SIZE TO BE SUBSTITUTED inches
350 mm	14
400 mm	16
450 mm	18
600 mm	24
750 mm	30
900 mm	36
1.0 m	42
1.2 m	48
1.5 m	60
1.8 m	72
2.1 m	84
2.4 m	96
2.7 m	108
3.0 m	120
3.3 m	132
3.6 m	144
4.0 m	156

SUBSTITUTION TABLE FOR STRUCTURAL TIMBER AND LUMBER

METRIC MINIMUM DRESSED DRY, SHOWN ON THE PLANS mm x mm	METRIC MINIMUM DRESSED GREEN, SHOWN ON THE PLANS mm x mm	NOMINAL SIZE TO BE SUBSTITUTED inch x inch
19x89	20x90	1x4
38x89	40x90	2x4
64x89	65x90	3x4
89x89	90x90	4x4
140x140	143x143	6x6
140x184	143x190	6x8
184x184	190x190	8x8
235x235	241x241	10x10
286x286	292x292	12x12

SUBSTITUTION TABLE FOR NAILS AND SPIKES

METRIC COMMON NAIL, SHOWN ON THE PLANS Length, mm Diameter, mm	METRIC BOX NAIL, SHOWN ON THE PLANS Length, mm Diameter, mm	METRIC SPIKE, SHOWN ON THE PLANS Length, mm Diameter, mm	SIZE TO BE SUBSTITUTED Penny-weight
50.80 2.87	50.80 2.51	————	6d
63.50 3.33	63.50 2.87	————	8d
76.20 3.76	76.20 3.25	76.20 4.88	10d
82.55 3.76	82.55 3.25	82.55 4.88	12d
88.90 4.11	88.90 3.43	88.90 5.26	16d
101.60 4.88	101.60 3.76	101.60 5.72	20d
114.30 5.26	114.30 3.76	114.30 6.20	30d
127.00 5.72	127.00 4.11	127.00 6.68	40d
————	————	139.70 7.19	50d
————	————	152.40 7.19	60d

SUBSTITUTION TABLE FOR IRRIGATION
COMPONENTS

METRIC WATER METERS, TRUCK LOADING STANDPIPES, VALVES, BACKFLOW PREVENTERS, FLOW SENSORS, WYE STRAINERS, FILTER ASSEMBLY UNITS, PIPE SUPPLY LINES, AND PIPE IRRIGATION SUPPLY LINES SHOWN ON THE PLANS DIAMETER NOMINAL (DN) mm	NOMINAL SIZE TO BE SUBSTITUTED inch
15	1/2
20	3/4
25	1
32	1-1/4
40	1-1/2
50	2
65	2-1/2
75	3
100	4
150	6
200	8
250	10
300	12
350	14
400	16

Unless otherwise specified, substitutions of United States Standard Measures standard structural shapes corresponding to the metric designations shown on the plans and in conformance with the requirements in ASTM Designation: A 6/A 6M, Annex 2, will be allowed.

8-1.02 PREQUALIFIED AND TESTED SIGNING AND DELINEATION MATERIALS

The Department maintains the following list of Prequalified and Tested Signing and Delineation Materials. The Engineer shall not be precluded from sampling and testing products on the list of Prequalified and Tested Signing and Delineation Materials.

The manufacturer of products on the list of Prequalified and Tested Signing and Delineation Materials shall furnish the Engineer a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for each type of traffic product supplied.

For those categories of materials included on the list of Prequalified and Tested Signing and Delineation Materials, only those products shown within the listing may be used in the work. Other categories of products, not included on the list of Prequalified and Tested Signing and Delineation Materials, may be used in the work provided they conform to the requirements of the Standard Specifications.

Materials and products may be added to the list of Prequalified and Tested Signing and Delineation Materials if the manufacturer submits a New Product Information Form to the New Product Coordinator at the Transportation Laboratory. Upon a Departmental request for samples, sufficient samples shall be submitted to permit performance of required tests. Approval of materials or products will depend upon compliance with the specifications and tests the Department may elect to perform.

PAVEMENT MARKERS, PERMANENT TYPE

Retroreflective With Abrasion Resistant Surface (ARS)

- A. Apex, Model 921AR (100 mm x 100 mm)
- B. Avery Dennison, Models C88 (100 mm x 100 mm), 911 (100 mm x 100 mm) and 953 (70 mm x 114 mm)
- C. Ray-O-Lite, Model "AA" ARS (100 mm x 100 mm)
- D. 3M Series 290 (89 mm x 100 mm)
- E. 3M Series 290 PSA, with pressure sensitive adhesive pad (89 mm x 100 mm)

Retroreflective With Abrasion Resistant Surface (ARS)

(for recessed applications only)

- A. Avery Dennison, Model 948 (58 mm x 119 mm)
- B. Avery Dennison, Model 944SB (51 mm x 100 mm)*
- C. Ray-O-Lite, Model 2002 (58 mm x 117 mm)
- D. Ray-O-Lite, Model 2004 ARS (51 mm x 100 mm)*

*For use only in 114 mm wide (older) recessed slots

Non-Reflective, 100 mm Round

- A. Apex Universal (Ceramic)
- B. Apex Universal, Models 929 (ABS) and 929PP (Polypropylene)
- C. Glowlite, Inc. (Ceramic)
- D. Hi-Way Safety, Inc., Models P20-2000W and 2001Y (ABS)
- E. Interstate Sales, "Diamond Back" (Polypropylene)
- F. Novabrite Models Cdot (White) Cdot-y (Yellow), Ceramic
- G. Novabrite Models Pdot-w (White) Pdot-y (Yellow), Polypropylene
- H. Three D Traffic Works TD10000 (ABS), TD10500 (Polypropylene)

PAVEMENT MARKERS, TEMPORARY TYPE

Temporary Markers For Long Term Day/Night Use (6 months or less)

- A. Vega Molded Products "Temporary Road Marker" (75 mm x 100 mm)

Temporary Markers For Short Term Day/Night Use (14 days or less)

(For seal coat or chip seal applications, clear protective covers are required)

- A. Apex Universal, Model 932
- B. Bunzl Extrusion, Models T.O.M., T.R.P.M., and "HH" (High Heat)
- C. Hi-Way Safety, Inc., Model 1280/1281
- D. Glowlite, Inc., Model 932

STRIPING AND PAVEMENT MARKING MATERIAL

Permanent Traffic Striping and Pavement Marking Tape

- A. Advanced Traffic Marking, Series 300 and 400
- B. Brite-Line, Series 1000
- C. Brite-Line, "DeltaLine XRP"
- D. Swarco Industries, "Director 35" (For transverse application only)
- E. Swarco Industries, "Director 60"
- F. 3M, "Stamark" Series 380 and 5730
- G. 3M, "Stamark" Series 420 (For transverse application only)

Temporary (Removable) Striping and Pavement Marking Tape (6 months or less)

- A. Advanced Traffic Marking, Series 200
- B. Brite-Line, Series 100
- C. Garlock Rubber Technologies, Series 2000
- D. P.B. Laminations, Aztec, Grade 102
- E. Swarco Industries, "Director-2"
- F. Trelleborg Industries, R140 Series
- G. 3M, Series 620 "CR", and Series A750
- H. 3M, Series A145, Removable Black Line Mask

- (Black Tape: for use only on Asphalt Concrete Surfaces)
- I. Advanced Traffic Marking Black "Hide-A-Line"
(Black Tape: for use only on Asphalt Concrete Surfaces)
- J. Brite-Line "BTR" Black Removable Tape
(Black Tape: for use only on Asphalt Concrete Surfaces)
- K. Trelleborg Industries, RB-140
(Black Tape: for use only on Asphalt Concrete Surfaces)

Preformed Thermoplastic (Heated in place)

- A. Avery Dennison, "Hotape"
- B. Flint Trading, "Premark," "Premark 20/20 Flex," and "Premark 20/20 Flex Plus"
- C. Ennis Paint Inc., "Flametape"

Ceramic Surfacing Laminate, 150 mm x 150 mm

- A. Highway Ceramics, Inc.

CLASS 1 DELINEATORS

One Piece Driveable Flexible Type, 1700 mm

- A. Bunzl Extrusion, "Flexi-Guide Models 400 and 566"
- B. Carsonite, Curve-Flex CFRM-400
- C. Carsonite, Roadmarker CRM-375
- D. FlexStake, Model 654 TM
- E. GreenLine Models HWD1-66 and CGD1-66

Special Use Type, 1700 mm

- A. Bunzl Extrusion, Model FG 560 (with 450 mm U-Channel base)
- B. Carsonite, "Survivor" (with 450 mm U-Channel base)
- C. Carsonite, Roadmarker CRM-375 (with 450 mm U-Channel base)
- D. FlexStake, Model 604
- E. GreenLine Models HWDU and CGD (with 450 mm U-Channel base)
- F. Impact Recovery Model D36, with #105 Driveable Base
- G. Safe-Hit with 200 mm pavement anchor (SH248-GP1)
- H. Safe-Hit with 380 mm soil anchor (SH248-GP2) and with 450 mm soil anchor (SH248-GP3)

Surface Mount Type, 1200 mm

- A. Bent Manufacturing Company, Masterflex Model MF-180EX-48
- B. Carsonite, "Super Duck II"
- C. FlexStake, Surface Mount, Models 704 and 754 TM
- D. Impact Recovery Model D48, with #101 Fixed (Surface-Mount) Base
- E. Three D Traffic Works "Channelflex" ID No. 522248W

CHANNELIZERS

Surface Mount Type, 900 mm

- A. Bent Manufacturing Company, Masterflex Models MF-360-36 (Round) and MF-180-36 (Flat)
- B. Bunzl Extrusion, Flexi-Guide Models FG300PE and FG300UR
- C. Carsonite, "Super Duck" (Flat SDF-436, Round SDR-336)
- D. Carsonite, "Super Duck II" Model SDCF203601MB "The Channelizer"
- E. FlexStake, Surface Mount, Models 703 and 753 TM
- F. GreenLine, Model SMD-36
- G. Hi-Way Safety, Inc. "Channel Guide Channelizer" Model CGC36
- H. Impact Recovery Model D36, with #101 Fixed (Surface-Mount) Base
- I. Repo, Models 300 and 400
- J. Safe-Hit, Guide Post, Model SH236SMA
- K. Three D Traffic Works "Channelflex" ID No. 522053W

Lane Separation System

- A. Bunzl "Flexi-Guide (FG) 300 Curb System"
- B. Qwick Kurb, "Klemmfix Guide System"
- C. Recycled Technology, Inc. "Safe-Lane System"

CONICAL DELINEATORS, 1070 mm

(For 700 mm Traffic Cones, see Standard Specifications)

- A. Bent Manufacturing Company "T-Top"
- B. Plastic Safety Systems "Navigator-42"
- C. Radiator Specialty Company "Enforcer"
- D. Roadmaker Company "Stacker"
- E. Traffix Devices "Grabber"
- F. Three D Traffic Works "Ringtop" TD7000, ID No. 742143

OBJECT MARKERS

Type "K", 450 mm

- A. Bunzl, Model FG318PE
- B. Carsonite, Model SMD 615
- C. FlexStake, Model 701 KM
- D. Repo, Models 300 and 400
- E. Safe-Hit, Model SH718SMA

Type "K-4" / "Q" Object Markers, 600 mm

- A. Bent Manufacturing "Masterflex" Model MF-360-24
- B. Bunzl Extrusion, Model FG324PE
- C. Carsonite, Super Duck II
- D. FlexStake, Model 701KM
- E. Repo, Models 300 and 400
- F. Safe-Hit, Models SH8 24SMA_WA and SH8 24GP3_WA
- G. The Line Connection, Model DP21-4Q
- H. Three D Traffic Works "Q" Marker, ID No. 531702W

CONCRETE BARRIER MARKERS AND TEMPORARY RAILING (TYPE K) REFLECTORS

Impactable Type

- A. ARTUK, "FB"
- B. Bunzl Extrusion, Models PCBM-12 and PCBM-T12
- C. Duraflex Corp., "Flexx 2020" and "Electriflexx"
- D. Hi-Way Safety, Inc., Model GMKRM100
- E. Plastic Safety Systems "BAM" Models OM-BARR and OM-BWAR
- F. Three D Traffic Works "Roadguide" Model TD 9304

Non-Impactable Type

- A. ARTUK, JD Series
- B. Plastic Safety Systems "BAM" Models OM-BITARW and OM-BITARA
- C. Vega Molded Products, Models GBM and JD
- D. Plastic Vacuum Forming, "Cap-It C400"

METAL BEAM GUARD RAIL POST MARKERS

(For use to the left of traffic)

- A. Bunzl Extrusion, "Mini" (75 mm x 254 mm)
- B. Creative Building Products, "Dura-Bull, Model 11201"
- C. Duraflex Corp., "Railrider"
- D. Plastic Vacuum Forming, "Cap-It C300"

CONCRETE BARRIER DELINEATORS, 400 mm

(For use to the right of traffic)

- A. Bunzl Extrusion, Model PCBM T-16
- B. Safe-Hit, Model SH216RBM

CONCRETE BARRIER-MOUNTED MINI-DRUM (260 mm x 360 mm x 570 mm)

- A. Stinson Equipment Company "SaddleMarker"

SOUND WALL DELINEATOR

(Applied vertically. Place top of 75 mm x 300 mm reflective element at 1200 mm above roadway)

- A. Bunzl Extrusion, PCBM S-36

GUARD RAILING DELINEATOR

(Place top of reflective element at 1200 mm above plane of roadway)

Wood Post Type, 686 mm

- A. Bunzl Extrusion, FG 427 and FG 527
- B. Carsonite, Model 427
- C. FlexStake, Model 102 GR
- D. GreenLine GRD 27
- E. Safe-Hit, Model SH227GRD
- F. Three D Traffic Works "Guardflex" TD9100

Steel Post Type

- A. Carsonite, Model CFGR-327 with CFGRBK300 Mounting Bracket

RETROREFLECTIVE SHEETING

Channelizers, Barrier Markers, and Delineators

- A. Avery Dennison T-6500 Series (For rigid substrate devices only)
- B. Avery Dennison WR-6100 Series
- C. Nippon Carbide Industries, Flexible Ultralite Grade (ULG) II
- D. Reflexite, PC-1000 Metalized Polycarbonate
- E. Reflexite, AC-1000 Acrylic
- F. Reflexite, AP-1000 Metalized Polyester
- G. Reflexite, Conformalight, AR-1000 Abrasion Resistant Coating
- H. 3M, High Intensity

Traffic Cones, 330 mm Sleeves

- A. Reflexite SB (Polyester), Vinyl or "TR" (Semi-transparent)

Traffic Cones, 100 mm and 150 mm Sleeves

- A. Nippon Carbide Industries, Flexible Ultralite Grade (ULG) II
- B. Reflexite, Vinyl, "TR" (Semi-transparent) or "Conformalight"
- C. 3M Series 3840
- D. Avery Dennison S-9000C

Barrels and Drums

- A. Avery Dennison WR-6100
- B. Nippon Carbide Industries, Flexible Ultralite Grade (ULG) II
- C. Reflexite, "Conformalight", "Super High Intensity" or "High Impact Drum Sheeting"
- D. 3M Series 3810

Barricades: Type I, Medium-Intensity (Typically Enclosed Lens, Glass-Bead Element)

- A. American Decal, Adcolite
- B. Avery Dennison, T-1500 and T-1600 series
- C. 3M Engineer Grade, Series 3170

Barricades: Type II, Medium-High-Intensity (Typically Enclosed Lens, Glass-Bead Element)

- A. Avery Dennison, T-2500 Series
- B. Kiwalite Type II
- C. Nikkalite 1800 Series

Signs: Type II, Medium-High-Intensity (Typically Enclosed Lens, Glass-Bead Element)

- A. Avery Dennison, T-2500 Series
- B. Kiwalite, Type II
- C. Nikkalite 1800 Series

Signs: Type III, High-Intensity (Typically Encapsulated Glass-Bead Element)

- A. Avery Dennison, T-5500 and T-5500A Series
- B. Nippon Carbide Industries, Nikkalite Brand Ultralite Grade II
- C. 3M Series 3870

Signs: Type IV, High-Intensity (Typically Unmetallized Microprismatic Element)

- A. Avery Dennison, T-6500 Series
- B. Nippon Carbide Industries, Crystal Grade, 94000 Series
- C. Nippon Carbide Industries, Model No. 94847 Fluorescent Orange
- D. Nippon Carbide Industries, Model No. 94844 Fluorescent Yellow Green

Signs: Type VI, Elastomeric (Roll-Up) High-Intensity, without Adhesive

- A. Avery Dennison, WU-6014
- B. Novabrite LLC, "Econobrite"
- C. Reflexite "Vinyl"
- D. Reflexite "SuperBright"
- E. Reflexite "Marathon"
- F. 3M Series RS34 Orange and RS20 Fluorescent Orange

Signs: Type VII, Super-High-Intensity (Typically Unmetallized Microprismatic Element)

- A. 3M LDP Series 3924 Fluorescent Orange
- B. 3M LDP Series 3970

Signs: Type VIII, Super-High-Intensity (Typically Unmetallized Microprismatic Element)

- A. Avery Dennison, T-7500 Series
- B. Avery Dennison, T-7511 Fluorescent Yellow
- C. Avery Dennison, T-7513 Fluorescent Yellow Green
- D. Avery Dennison, W-7514 Fluorescent Orange
- E. Nippon Carbide Industries, Nikkalite Crystal Grade Series 92800
- F. Nippon Carbide Industries, Nikkalite Crystal Grade Model 92844 Fluorescent Yellow/Green
- G. Nippon Carbide Industries, Nikkalite Crystal Grade Model 92847 Fluorescent Orange

Signs: Type IX, Very-High-Intensity (Typically Unmetallized Microprismatic Element)

- A. 3M VIP Series 3981 Diamond Grade Fluorescent Yellow
- B. 3M VIP Series 3983 Diamond Grade Fluorescent Yellow/Green
- C. 3M VIP Series 3990 Diamond Grade

SPECIALTY SIGNS

- A. Hallmark Technologies, Inc., All Sign STOP Sign (All Plastic), 750 mm
- B. Reflexite "Endurance" Work Zone Sign (with Semi-Rigid Plastic Substrate)

SIGN SUBSTRATE

Fiberglass Reinforced Plastic (FRP)

- A. Fiber-Brite
- B. Sequentia, "Polyplate"
- C. Inteplast Group "InteCel" (13 mm for Post-Mounted CZ Signs, 1200 mm or less)

Aluminum Composite

- A. Alcan Composites "Dibond Material, 2 mm" (for temporary construction signs only)
- B. Mitsubishi Chemical America, Alpolic 350 (for temporary construction signs only)

8-1.03 SLAG AGGREGATE

Air-cooled iron blast furnace slag shall not be used to produce aggregate for:

- A. Structure backfill material.
- B. Pervious backfill material.
- C. Permeable material.
- D. Reinforced or prestressed portland cement concrete component or structure.

Aggregate produced from slag resulting from a steel-making process shall not be used for a highway construction project except for the following items:

- A. Imported Borrow.
- B. Asphalt Concrete.

A supplier of steel slag aggregate shall provide separate stockpiles for controlled aging of the slag. An individual stockpile shall contain not less than 9075 tonnes nor more than 45 350 tonnes of slag. The material in each individual stockpile shall be assigned a unique lot number and each stockpile shall be identified with a permanent system of signs. The supplier shall maintain a permanent record of the dates on which stockpiles are completed and controlled aging begun, of the dates when controlled aging was completed, and of the dates tests were made and the results of these tests. Moisture tests shall be made at least once each week. No credit for aging will be given for the time period covered by tests which show a moisture content of 6 percent or less. The stockpiles and records shall be available to the Engineer during normal working hours for inspection, check testing and review.

The supplier shall notify the Transportation Laboratory, 5900 Folsom Boulevard, Sacramento, California 95819, when each stockpile is completed and controlled aging begun. No more aggregate shall be added to the stockpile unless a new aging period is initiated. A further notification shall be sent when controlled aging is completed.

The supplier shall provide a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications. Each stockpile or portion of a stockpile that is used in the work will be considered a lot. The Certificates of Compliance shall state that the steel slag aggregate has been aged in a stockpile for at least 3 months at a moisture content in excess of 6 percent of the dry mass of the aggregate.

Steel slag used for imported borrow shall be weathered for at least 3 months. Prior to the use of steel slag as imported borrow, the supplier shall furnish a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications. The Certificate of Compliance shall state that the steel slag has been weathered for at least 3 months.

Air-cooled iron blast furnace slag or natural aggregate may be blended in proper combinations with steel slag aggregate to produce the specified gradings, for those items for which steel slag aggregate is permitted, unless otherwise provided.

Aggregate containing slag shall meet the applicable quality requirements for the items in which the aggregate is used.

The combined slag aggregate shall conform to the specified grading for the item in which it is used. The grading will be determined by California Test 202, modified by California Test 105 when there is a difference in specific gravity of 0.2 or more between the coarse and fine portion of the aggregate or between blends of different aggregates.

No aggregate produced from slag shall be placed within 0.3-m, measured in any direction, of a non-cathodically protected pipe or structure unless the aggregate is incorporated in portland cement concrete pavement, in asphalt concrete, or in treated base.

When slag is used as aggregate in asphalt concrete, the K_c factor requirements, as determined by California Test 303, will not apply.

When slag aggregate is used for imported borrow, a layer of not less than 0.46 mm of topsoil, measured after compaction, shall be placed over the slag aggregate in areas where highway planting is to be performed. In other areas, slag aggregate used for embankment construction shall not be placed within 0.46-m of finished slope lines, measured normal to

the plane of the slope. Full compensation for furnishing and placing topsoil and cover, as provided herein, shall be considered as included in the contract price paid per cubic meter for imported borrow and no additional compensation will be allowed therefor.

If steel slag aggregates are used to make asphalt concrete, there shall be no other aggregates used in the mixture, except that up to 50 percent of the material passing the 4.75-mm sieve may consist of iron blast furnace slag aggregates or natural aggregates, or a combination thereof. If iron blast furnace aggregates or natural aggregates or a combination thereof are used in the mix, each type of aggregate shall be fed to the drier at a uniform rate. The rate of feed of each type of aggregate shall be maintained within 10 percent of the amount set. Adequate means shall be provided for controlling and checking the accuracy of the feeder.

In addition to the requirements of Section 39-3.01, "Storage," of the Standard Specifications, steel slag aggregate shall be stored separately from iron blast furnace slag aggregate and each type of slag aggregate shall also be stored separately from natural aggregate.

Asphalt concrete produced from more than one of the following shall not be placed in the same layer: steel slag aggregates, iron blast furnace slag aggregates, natural aggregates or any combination thereof. Once a type of aggregate or aggregates is selected, it shall not be changed without prior approval by the Engineer.

If steel slag aggregates are used to produce asphalt concrete, and if the specific gravity of a compacted stabilometer test specimen is in excess of 2.40, the quantity of asphalt concrete to be paid for will be reduced. The stabilometer test specimen will be fabricated in conformance with the procedures in California Test 304 and the specific gravity of the specimen will be determined in conformance with Method C of California Test 308. The pay quantity of asphalt concrete will be determined by multiplying the quantity of asphalt concrete placed in the work by 2.40 and dividing the result by the specific gravity of the compacted stabilometer test specimen. Such reduction in quantity will be determined and applied as often as is necessary to ensure accurate results as determined by the Engineer.

8-1.04 ENGINEERING FABRICS

Engineering fabrics shall conform to the provisions in Section 88, "Engineering Fabrics," of the Standard Specifications and these special provisions.

Filter fabric for this project shall be ultraviolet (UV) ray protected.

8-1.05 ASPHALTIC EMULSION

Asphaltic emulsion shall conform to the provisions in Section 94, "Asphaltic Emulsions," of the Standard Specifications and these special provisions.

When tested in conformance with the "Residue and Oil Distillate by Distillation" test of AASHTO Designation: T 59, the composition of SS1 asphaltic emulsion shall be a minimum 57 percent of residue.

SECTION 8-2. CONCRETE

8-2.01 PORTLAND CEMENT CONCRETE

Portland cement concrete shall conform to the provisions in Section 90, "Portland Cement Concrete," of the Standard Specifications and these special provisions.

References to Section 90-2.01, "Portland Cement," of the Standard Specifications shall mean Section 90-2.01, "Cement," of the Standard Specifications.

Mineral admixture shall be combined with cement in conformance with the provisions in Section 90-4.08, "Required Use of Mineral Admixtures," of the Standard Specifications for the concrete materials specified in Section 56-2, "Roadside Signs," of the Standard Specifications.

The requirements of Section 90-4.08, "Required Use of Mineral Admixture," of the Standard Specifications shall not apply to Section 19-3.025C, "Soil Cement Bedding," of the Standard Specifications.

The Department maintains a list of sources of fine and coarse aggregate that have been approved for use with a reduced amount of mineral admixture in the total amount of cementitious material to be used. A source of aggregate will be considered for addition to the approved list if the producer of the aggregate submits to the Transportation Laboratory certified test results from a qualified testing laboratory that verify the aggregate complies with the requirements. Prior to starting the testing, the aggregate test shall be registered with the Department. A registration number can be obtained by calling (916) 227-7228. The registration number shall be used as the identification for the aggregate sample in correspondence with the Department. Upon request, a split of the tested sample shall be provided to the Department. Approval of aggregate will depend upon compliance with the specifications, based on the certified test results submitted, together with any replicate testing the Department may elect to perform. Approval will expire 3 years from the date the most recent registered and evaluated sample was collected from the aggregate source.

Qualified testing laboratories shall conform to the following requirements:

- A. Laboratories performing ASTM Designation: C 1293 shall participate in the Cement and Concrete Reference Laboratory (CCRL) Concrete Proficiency Sample Program and shall have received a score of 3 or better on all tests of the previous 2 sets of concrete samples.
- B. Laboratories performing ASTM Designation: C 1260 shall participate in the Cement and Concrete Reference Laboratory (CCRL) Pozzolan Proficiency Sample Program and shall have received a score of 3 or better on the shrinkage and soundness tests of the previous 2 sets of pozzolan samples.

Aggregates on the list shall conform to one of the following requirements:

- A. When the aggregate is tested in conformance with the requirements in California Test 554 and ASTM Designation: C 1293, the average expansion at one year shall be less than or equal to 0.040 percent; or
- B. When the aggregate is tested in conformance with the requirements in California Test 554 and ASTM Designation: C 1260, the average of the expansion at 16 days shall be less than or equal to 0.15 percent.

The amounts of cement and mineral admixture used in cementitious material shall be sufficient to satisfy the minimum cementitious material content requirements specified in Section 90-1.01, "Description," or Section 90-4.05, "Optional Use of Chemical Admixtures," of the Standard Specifications and shall conform to the following:

- A. The minimum amount of cement shall not be less than 75 percent by mass of the specified minimum cementitious material content.
- B. The minimum amount of mineral admixture to be combined with cement shall be determined using one of the following criteria:
 - 1. When the calcium oxide content of a mineral admixture is equal to or less than 2 percent by mass, the amount of mineral admixture shall not be less than 15 percent by mass of the total amount of cementitious material to be used in the mix.
 - 2. When the calcium oxide content of a mineral admixture is greater than 2 percent by mass, and any of the aggregates used are not listed on the approved list as specified in these special provisions, then the amount of mineral admixture shall not be less than 25 percent by mass of the total amount of cementitious material to be used in the mix.
 - 3. When the calcium oxide content of a mineral admixture is greater than 2 percent by mass and the fine and coarse aggregates are listed on the approved list as specified in these special provisions, then the amount of mineral admixture shall not be less than 15 percent by mass of the total amount of cementitious material to be used in the mix.
 - 4. When a mineral admixture that conforms to the provisions for silica fume in Section 90-2.04, "Admixture Materials," of the Standard Specifications is used, the amount of mineral admixture shall not be less than 10 percent by mass of the total amount of cementitious material to be used in the mix.
 - 5. When a mineral admixture that conforms to the provisions for silica fume in Section 90-2.04, "Admixture Materials," of the Standard Specifications is used and the fine and coarse aggregates are listed on the approved list as specified in these special provisions, then the amount of mineral admixture shall not be less than 7 percent by mass of the total amount of cementitious material to be used in the mix.
- C. The total amount of mineral admixture shall not exceed 35 percent by mass of the total amount of cementitious material to be used in the mix. Where Section 90-1.01, "Description," of the Standard Specifications specifies a maximum cementitious content in kilograms per cubic meter, the total mass of cement and mineral admixture per cubic meter shall not exceed the specified maximum cementitious material content.

The Contractor will be permitted to use Type III portland cement for concrete used in the manufacture of precast concrete members.

SECTION 8-3. WELDING

8-3.01 WELDING

GENERAL

Flux cored welding electrodes conforming to the requirements of AWS A5.20 E6XT-4 or E7XT-4 shall not be used to perform welding for this project.

Wherever reference is made to the following AWS welding codes in the Standard Specifications, on the plans, or in these special provisions, the year of adoption for these codes shall be as listed:

AWS Code	Year of Adoption
D1.1	2006
D1.4	2005
D1.5	2002
D1.6	1999

Requirements of the AWS welding codes shall apply unless otherwise specified in the Standard Specifications, on the plans, or in these special provisions. Wherever the abbreviation AWS is used, it shall be equivalent to the abbreviations ANSI/AWS or AASHTO/AWS.

Section 6.1.1.1 of AWS D1.5 is replaced with the following:

Quality Control (QC) shall be the responsibility of the Contractor. As a minimum, the Contractor shall perform inspection and testing of each weld joint prior to welding, during welding, and after welding as specified in this section and as necessary to ensure that materials and workmanship conform to the requirements of the contract documents.

Unless otherwise specified, Sections 6.1.3 through 6.1.4.3 of AWS D1.1, Section 7.1.2 of AWS D1.4, and Sections 6.1.1.2 through 6.1.3.3 of AWS D1.5 are replaced with the following:

The QC Inspector shall be the duly designated person who acts for and on behalf of the Contractor for inspection, testing, and quality related matters for all welding.

Quality Assurance (QA) is the prerogative of the Engineer. The QA Inspector is the duly designated person who acts for and on behalf of the Engineer.

The QC Inspector shall be responsible for quality control acceptance or rejection of materials and workmanship, and shall be currently certified as an AWS Certified Welding Inspector (CWI) in conformance with the requirements in AWS QC1, "Standard for AWS Certification of Welding Inspectors."

The QC Inspector may be assisted by an Assistant QC Inspector provided that this individual is currently certified as an AWS Certified Associate Welding Inspector (CAWI) in conformance with the requirements in AWS QC1, "Standard for AWS Certification of Welding Inspectors." The Assistant QC Inspector may perform inspection under the direct supervision of the QC Inspector provided the assistant is always within visible and audible range of the QC Inspector. The QC Inspector shall be responsible for signing all reports and for determining if welded materials conform to workmanship and acceptance criteria. The ratio of QC Assistants to QC Inspectors shall not exceed 5 to 1.

When the term "Inspector" is used without further qualification, it shall refer to the QC Inspector.

When any work is welded in conformance with the provisions in Section 75, "Miscellaneous Metal," of the Standard Specifications, not including Section 75-1.035, "Bridge Joint Restrainer Units," of the Standard Specifications, Section 6.1.4 of AWS D1.1 is replaced with the following:

The QC Inspector shall be responsible for quality control acceptance or rejection of materials and workmanship and shall be currently certified as an AWS CWI in conformance with the requirements in AWS QC1, "Standard for AWS Certification of Welding Inspectors," or as a Welding Inspector Specialist (WIS) in conformance with the requirements in AWS B5.2, "Specification for the Qualification of Welding Inspector Specialists and Welding Inspector Assistants."

Section 6.14.6, "Personnel Qualification," of AWS D1.1, Section 7.8, "Personnel Qualification," of AWS D1.4, and Section 6.1.3.4, "Personnel Qualification," of AWS D1.5 are replaced with the following:

Personnel performing nondestructive testing (NDT) shall be qualified and certified in conformance with the requirements of the American Society for Nondestructive Testing (ASNT) Recommended Practice No. SNT-TC-1A and the Written Practice of the NDT firm. The Written Practice of the NDT firm shall meet or exceed the guidelines of the ASNT Recommended Practice No. SNT-TC-1A. Individuals who perform NDT, review the results, and prepare the written reports shall be either:

- A. Certified NDT Level II technicians, or;
- B. Level III technicians who hold a current ASNT Level III certificate in that discipline and are authorized and certified to perform the work of Level II technicians.

Section 6.5.4 of AWS D1.5 is replaced with the following:

The QC Inspector shall inspect and approve each joint preparation, assembly practice, welding technique, joint fit-up, and the performance of each welder, welding operator, and tack welder to make certain that the applicable requirements of

this code and the approved Welding Procedure Specification (WPS) are met. The QC Inspector shall examine the work to make certain that it meets the requirements of Sections 3 and 6.26. The size and contour of all welds shall be measured using suitable gages. Visual inspection for cracks in welds and base metal, and for other discontinuities shall be aided by strong light, magnifiers, or such other devices as may be helpful. Acceptance criteria different from those specified in this code may be used when approved by the Engineer.

Section 6.6.5, "Nonspecified NDT Other than Visual," of AWS D1.1, Section 7.6.5 of AWS D1.4 and Section 6.6.5 of AWS D1.5 shall not apply.

For any welding, the Engineer may direct the Contractor to perform NDT that is in addition to the visual inspection or NDT specified in the AWS or other specified welding codes, in the Standard Specifications, or in these special provisions. Except as provided for in these special provisions, additional NDT required by the Engineer, and associated repair work, will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications. Prior to release of welded material by the Engineer, if testing by NDT methods other than those originally specified discloses an attempt to defraud or reveals a gross nonconformance, all costs associated with the repair of the deficient area, including NDT of the weld and of the repair, and any delays caused by the repair, shall be at the Contractor's expense. A gross nonconformance is defined as the sum of planar type rejectable indications in more than 20 percent of the tested length.

When less than 100 percent of NDT is specified for any weld, it is expected that the entire length of weld meet the specified acceptance-rejection criteria. Should any welding deficiencies be discovered by additional NDT directed or performed by the Engineer that utilizes the same NDT method as that originally specified, all costs associated with the repair of the deficient area, including NDT of the weld and of the weld repair, and any delays caused by the repair, shall be at the Contractor's expense.

Repair work to correct welding deficiencies discovered by visual inspection directed or performed by the Engineer, and any associated delays or expenses caused to the Contractor by performing these repairs, shall be at the Contractor's expense.

The Engineer shall have the authority to verify the qualifications or certifications of any welder, QC Inspector, or NDT personnel to specified levels by retests or other means approved by the Engineer.

Inspection and approval of all joint preparations, assembly practices, joint fit-ups, welding techniques, and the performance of each welder, welding operator, and tack welder shall be documented by the QC Inspector on a daily basis for each day welding is performed. For each inspection, including fit-up, Welding Procedure Specification (WPS) verification, and final weld inspection, the QC Inspector shall confirm and document compliance with the requirements of the AWS or other specified code criteria and the requirements of these special provisions on all welded joints before welding, during welding, and after the completion of each weld.

In addition to the requirements specified in the applicable code, the period of effectiveness for a welder's or welding operator's qualification shall be a maximum of 3 years for the same weld process, welding position, and weld type. If welding will be performed without gas shielding, then qualification shall also be without gas shielding. Excluding welding of fracture critical members, a valid qualification at the beginning of work on a contract will be acceptable for the entire period of the contract, as long as the welder's or welding operator's work remains satisfactory.

In addition to the requirements of AWS D1.1, welding procedures qualification for work welded in conformance with that code shall conform to the following requirements:

- A. The travel speed, amperage, and voltage values that are used for tests conducted per AWS D1.1, Section 4.1.1, shall be consistent for each pass in a weld joint and shall in no case vary by more than ± 10 percent for travel speed, ± 10 percent for amperage, and ± 7 percent for voltage as measured from a predetermined target value or average within each weld pass. The travel speed shall in no case vary by more than ± 15 percent when using submerged arc welding.
- B. When a nonstandard weld joint is to be made using a combination of WPSs, a single test may be conducted combining the WPSs to be used in production, provided the essential variables, including weld bead placement, of each process are limited to those established in Table 4.5.

In addition to the requirements of AWS D1.5, Section 5.12 or 5.13, welding procedures qualification for work welded in conformance with that code shall conform to the following requirements:

- A. Unless considered prequalified, fillet welds shall be qualified in each position. The fillet weld soundness test shall be conducted using the essential variables of the WPS as established by the Procedure Qualification Record (PQR).
- B. For qualification of joints that do not conform to Figures 2.4 and 2.5 of AWS D1.5, a minimum of two WPS qualification tests are required. The tests shall be conducted using both Figure 5.1 and Figure 5.3. The test conforming to Figure 5.1 shall be conducted in conformance with AWS D1.5, Section 5.12 or 5.13. The test conforming to Figure 5.3 shall be conducted using the welding electrical parameters that were established for the test conducted conforming to Figure 5.1. The ranges of welding electrical parameters established during welding

per Figure 5.1 in conformance with AWS D1.5, Section 5.12, shall be further restricted according to the limits in Table 5.3 during welding per Figure 5.3.

- C. Multiple zones within a weld joint may be qualified. The travel speed, amperage, and voltage values that are used for tests conducted per AWS D1.5 Section 5.13 shall be consistent for each pass in a weld joint, and shall in no case vary by more than ± 10 percent for travel speed, ± 10 percent for amperage, and ± 7 percent for voltage as measured from a predetermined target value or average within each weld pass or zone. The travel speed shall in no case vary by more than ± 15 percent when using submerged arc welding.
- D. For a WPS qualified in conformance with AWS D1.5 Section 5.13, the values to be used for calculating ranges for current and voltage shall be based on the average of all weld passes made in the test. Heat input shall be calculated using the average of current and voltage of all weld passes made in the test for a WPS qualified in conformance with Section 5.12 or 5.13.
- E. Macroetch tests are required for WPS qualification tests, and acceptance shall be per AWS D1.5 Section 5.19.3.
- F. When a nonstandard weld joint is to be made using a combination of WPSs, a test conforming to Figure 5.3 may be conducted combining the WPSs to be used in production, provided the essential variables, including weld bead placement, of each process are limited to those established in Table 5.3.
- G. Prior to preparing mechanical test specimens, the PQR welds shall be inspected by visual and radiographic tests. Backing bar shall be 75 mm in width and shall remain in place during NDT testing. Results of the visual and radiographic tests shall comply with AWS D1.5 Section 6.26.2, excluding Section 6.26.2.2. Test plates that do not comply with both tests shall not be used.

WELDING QUALITY CONTROL

Welding quality control shall conform to the requirements in the AWS or other specified welding codes, the Standard Specifications, and these special provisions.

Unless otherwise specified, welding quality control shall apply when any work is welded in conformance with the provisions in Section 49, "Piling," Section 52, "Reinforcement," Section 55, "Steel Structures," or Section 75-1.035, "Bridge Joint Restrainer Units," of the Standard Specifications.

All welding will require inspection by the Engineer. The Contractor shall request inspection at least 3 working days prior to the beginning of welding for locations within California and 5 working days for locations outside of California. The Contractor shall request inspection at:

<http://www.dot.ca.gov/hq/esc/Translab/smbforms.htm>

Continuous inspection shall be provided when any welding is being performed. Continuous inspection, as a minimum, shall include having a QC Inspector within such close proximity of all welders or welding operators so that inspections by the QC Inspector of each welding operation at each welding location does not lapse for a period exceeding 30 minutes.

When joint weld details that are not prequalified to the details of Section 3 of AWS D1.1 or to the details of Figure 2.4 or 2.5 of AWS D1.5 are proposed for use in the work, the joint details, their intended locations, and the proposed welding parameters and essential variables, shall be approved by the Engineer. The Contractor shall allow the Engineer 2 weeks to complete the review of the proposed joint detail locations. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications. Upon approval of the proposed joint detail locations and qualification of the proposed joint details, welders and welding operators using these details shall perform a qualification test plate using the WPS variables and the joint detail to be used in production. The test plate shall have the maximum thickness to be used in production and a minimum length of 460 mm. The test plate shall be mechanically and radiographically tested. Mechanical and radiographic testing and acceptance criteria shall be as specified in the applicable AWS codes.

The Engineer will witness all qualification tests for WPSs that were not previously approved by the Department. Unless otherwise specified, an approved independent third party will witness the qualification tests for welders or welding operators. The independent third party shall be a current CWI and shall not be an employee of the contractor performing the welding. The Contractor shall allow the Engineer 2 weeks to review the qualifications and copy of the current certification of the independent third party. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications. The Contractor shall notify the Engineer one week prior to performing any qualification tests. Witnessing of qualification tests by the Engineer shall not constitute approval of the intended joint locations, welding parameters, or essential variables.

The Contractor shall designate in writing a welding Quality Control Manager (QCM). The QCM shall be responsible directly to the Contractor for the quality of welding, including materials and workmanship, performed by the Contractor and subcontractors.

The QCM shall be the sole individual responsible to the Contractor for submitting, receiving, reviewing, and approving all correspondence, required submittals, and reports to and from the Engineer. The QCM shall be a registered professional engineer or shall be currently certified as a CWI.

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

Welding inspection personnel or NDT firms to be used in the work shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors, who will provide other services or materials for the project, except for the following conditions:

- A. The work is welded in conformance with AWS D1.5 and is performed at a permanent fabrication or manufacturing facility that is certified under the AISC Quality Certification Program, Category Cbr, Major Steel Bridges and Fracture Critical endorsement F, when applicable.
- B. The welding is performed on pipe pile material at a permanent pipe manufacturing facility authorized to apply the American Petroleum Institute (API) monogram for API 5L pipe.

For welding performed at such facilities, the inspection personnel or NDT firms may be employed or compensated by the facility performing the welding provided the facility maintains a QC program that is independent from production.

Prior to submitting the Welding Quality Control Plan (WQCP) required herein, a prewelding meeting between the Engineer, the Contractor's QCM, and a representative from each entity performing welding or inspection for this project, shall be held to discuss the requirements for the WQCP.

The Contractor shall submit to the Engineer, in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications, 2 copies of a separate WQCP for each subcontractor or supplier for each item of work for which welding is to be performed.

The Contractor shall allow the Engineer 2 weeks to review the WQCP submittal after a complete plan has been received. No welding shall be performed until the WQCP is approved in writing by the Engineer. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

An amended WQCP or any addendum to the approved WQCP shall be submitted to, and approved in writing by the Engineer, for proposed revisions to the approved WQCP. An amended WQCP or addendum will be required for revisions to the WQCP, including but not limited to a revised WPS; additional welders; changes in NDT firms, QC, or NDT personnel or procedures; or updated systems for tracking and identifying welds. The Engineer shall have one week to complete the review of the amended WQCP or addendum. Work affected by the proposed revisions shall not be performed until the amended WQCP or addendum has been approved. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

Information regarding the contents, format, and organization of a WQCP, is available at the Transportation Laboratory and at:

<http://www.dot.ca.gov/hq/esc/Translab/smbresources.htm>

After final approval of the WQCP, amended WQCP, or addendum, the Contractor shall submit 7 copies to the Engineer of the approved documents. A copy of the Engineer approved document shall be available at each location where welding is to be performed.

A daily production log for welding shall be kept for each day that welding is performed. The log shall clearly indicate the locations of all welding. The log shall include the welders' names, amount of welding performed, any problems or deficiencies discovered, and any testing or repair work performed, at each location. The daily report from each QC Inspector shall also be included in the log.

The following items shall be included in a Welding Report that is to be submitted to the Engineer within 2 weeks following the performance of any welding:

- A. A daily production log.
- B. Reports of all visual weld inspections and NDT.

- C. Radiographs and radiographic reports, and other required NDT reports.
- D. A summary of welding and NDT activities that occurred during the reporting period.
- E. Reports of each application of heat straightening.
- F. A summarized log listing the rejected lengths of weld by welder, position, process, joint configuration, and piece number.
- G. Documentation that the Contractor has evaluated all radiographs and other nondestructive tests and corrected all rejectable deficiencies, and that all repaired welds have been reexamined using the required NDT and found acceptable.

The following information shall be clearly written on the outside of radiographic envelopes: name of the QCM, name of the nondestructive testing firm, name of the radiographer, date, contract number, complete part description, and all included weld numbers, report numbers, and station markers or views, as detailed in the WQCP. In addition, all interleaves shall have clearly written on them the part description and all included weld numbers and station markers or views, as detailed in the WQCP. A maximum of 2 pieces of film shall be used for each interleave.

Reports of all visual inspections and NDT shall be signed by the inspector or technician and submitted daily to the QCM for review and signature prior to submittal to the Engineer. Corresponding names shall be clearly printed or typewritten next to all signatures. Reports of all NDT, whether specified, additional, or informational, performed by the Contractor shall be submitted to the Engineer.

The Engineer will review the Welding Report to determine if the Contractor is in conformance with the WQCP. Unless otherwise specified, the Engineer shall be allowed 2 weeks to review the report and respond in writing after the complete Welding Report has been received. Prior to receiving notification from the Engineer of the Contractor's conformance with the WQCP, the Contractor may encase in concrete or cover welds for which the Welding Report has been submitted. However, should the Contractor elect to encase or cover those welds prior to receiving notification from the Engineer, it is expressly understood that the Contractor shall not be relieved of the responsibility for incorporating material in the work that conforms to the requirements of the plans and specifications. Material not conforming to these requirements will be subject to rejection. Should the Contractor elect to wait to encase or cover welds pending notification by the Engineer, and in the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

In addition to the requirements in AWS D1.1 and AWS D1.5, second-time excavations of welds or base metal to repair unacceptable discontinuities, regardless of NDT method, and all repairs of cracks require prior approval of the Engineer.

The Engineer shall be notified immediately in writing when welding problems, deficiencies, base metal repairs, or any other type of repairs not submitted in the WQCP are discovered, and also of the proposed repair procedures to correct them. For requests to perform second-time repairs or repairs of cracks, the Contractor shall include an engineering evaluation of the proposed repair. The engineering evaluation, at a minimum, shall address the following:

- A. What is causing each defect?
- B. Why the repair will not degrade the material properties?
- C. What steps are being taken to prevent similar defects from happening again?

The Contractor shall allow the Engineer one week to review these procedures. No remedial work shall begin until the repair procedures are approved in writing by the Engineer. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The QCM shall sign and furnish to the Engineer, a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for each item of work for which welding was performed. The certificate shall state that all of the materials and workmanship incorporated in the work, and all required tests and inspections of this work, have been performed in conformance with the details shown on the plans, the Standard Specifications, and these special provisions.

PAYMENT

Full compensation for conforming to the requirements of "Welding" shall be considered as included in the contract prices paid for the various items of work involved and no additional compensation will be allowed therefor.

SECTION 9. DESCRIPTION OF BRIDGE WORK

The bridge work to be done consists, in general, of constructing anchored retaining walls founded on micropiles, Type 1 retaining walls, and sidehill bridge viaducts, as shown on the plans and briefly described below.

The following structures are anchored shotcrete walls founded on steel pipe micropiles and capped with concrete barrier slabs and concrete barriers. Architectural treatment applied includes sculptured shotcrete at various walls and stain application at all walls:

ANCHORED WALL N0550
(Br. No.55E0034)

ANCHORED WALL N1060
(Br. No.55E0036)

ANCHORED WALL N1335
(Br. No.55E0037)

ANCHORED WALL N1860
(Br. No.55E0039)

ANCHORED WALL N1970
(Br. No.55E0040)

ANCHORED WALL N2060
(Br. No.55E0041)

ANCHORED WALL N2240
(Br. No.55E0042)

ANCHORED WALL N2360
(Br. No.55E0043)

ANCHORED WALL N2425
(Br. No.55E0044)

ANCHORED WALL N2880
(Br. No.55E0045)

ANCHORED WALL N3300
(Br. No.55E0048)

ANCHORED WALL N3615
(Br. No.55E0049)

ANCHORED WALL N3780
(Br. No.55E0050)

The following structures are Type 1 retaining walls founded on cast-in-drilled-hole concrete piles with concrete barriers and architectural stain treatment:

RETAINING WALL N0715
(Br. No.55E0035)

RETAINING WALL S1745
(Br. No.55E0038)

RETAINING WALL N2945
(Br. No.55E0046)

RETAINING WALL S3010
(Br. No.55E0047)

The following structures are single-span reinforced concrete box girder bridges founded on cast-in-drilled-hole concrete piles having anchored walls or Type 1 retaining walls or a combination of wall types with concrete barriers and architectural stain treatment:

SIDEHILL VIADUCT N3115
(Br. No.55-1089)

SIDEHILL VIADUCT S3130
(Br. No.55-1090)

SIDEHILL VIADUCT N4385
(Br. No.55-1091)

SECTION 10. CONSTRUCTION DETAILS

SECTION 10-1. GENERAL

10-1.00 CONSTRUCTION PROJECT INFORMATION SIGNS

Before any major physical construction work readily visible to highway users is started on this contract, the Contractor shall furnish and erect 2 Type 1 Construction Project Information signs at the locations designated by the Engineer.

The signs and overlays shall be of a type and material consistent with the estimated time of completion of the project and shall conform to the details shown on the plans.

The sign letters, border and the Department's construction logos shall conform to the colors (non-reflective) and details shown on the plans, and shall be on a white background (non-reflective). The colors blue and orange shall conform to PR Color Number 3 and Number 6, respectively, as specified in the Federal Highway Administration's Color Tolerance Chart.

The sign message to be used for fund types shall consist of the following, in the order shown:

FEDERAL HIGHWAY TRUST FUNDS
STATE HIGHWAY FUNDS

The sign message to be used for type of work shall consist of the following:

HIGHWAY CONSTRUCTION

The sign message to be used for the Year of Completion of Project Construction will be furnished by the Engineer. The Contractor shall furnish and install the "Year" sign overlay within 10 working days of notification of the year date to be used.

The letter sizes to be used shall be as shown on the plans. The information shown on the signs shall be limited to that shown on the plans.

The signs shall be kept clean and in good repair by the Contractor.

Upon completion of the work, the signs shall be removed and disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13 of the Standard Specifications.

Full compensation for furnishing, erecting, maintaining, and removing and disposing of the construction project information signs shall be considered as included in the contract lump sum price paid for construction area signs and no additional compensation will be allowed therefor.

10-1.01 ORDER OF WORK

Order of work shall conform to the provisions in Section 5-1.05, "Order of Work," of the Standard Specifications and these special provisions.

A one time meeting will be scheduled within 15 days of approval of the contract to discuss environmental issues.

A first order of work shall be the installation of "Temporary Fence (Type ESA)" and "Temporary Arroyo Toad Fence", except around the access road to the abandoned picnic area.

A first order of work shall be the removal existing masonry block building at the abandoned picnic area. When building has been removed, temporary fence (Type ESA) and temporary arroyo toad fence shall be installed around access road as shown on the plans and as directed by the Engineer.

A first order of work shall be to construct shotcrete test panels conforming to "Shotcrete" and Architectural Texture (Sculptured Shotcrete)" of these special provisions.

A first order of work shall be to test micropiles conforming to "Micropile Performance Testing" of these special provisions.

Attention is directed to "Fire Plan" of these special provisions regarding cooperating with local fire prevention authorities and implementing the fire plan established for this project.

Attention is directed to "Arroyo Toad Protection" of these special provisions regarding notification requirements and sequencing of work.

Temporary railing (Type K) and temporary crash cushions shall be secured in place prior to commencing work for which the temporary railing and crash cushions are required.

Attention is directed to "Environmentally Sensitive Area" and "Temporary Fence (Type ESA)" of these special provisions.

Attention is directed to "Water Pollution Control" of these special provisions regarding the submittal and approval of the Storm Water Pollution Prevention Plan prior to performing work having potential to cause water pollution.

All off road equipment shall be free of weeds, seeds, soil or other vegetative matter, or other debris that could contain or hold seeds prior to entering the job site.

Equipment may be cleaned using mechanical methods (brushing, scraping, prying), compressed air, high pressure washer, or steam. If water or steam is used, the wash water shall not drain into surface water. Disassembly of equipment components will not be required.

Cleaning of service vehicles, water trucks, pickups, cars, and similar vehicles will not be required.

Equipment shall be considered free of soil, seeds, and other such debris when a visual inspection, by the Engineer, does not disclose such material.

The location and type of cleaning equipment shall be approved in writing by the Engineer.

The Contractor shall notify the Engineer, in writing, 5 days in advance of moving each piece of off-road equipment onto the job site for inspection by the Engineer. The Contractor shall identify the location of the equipment's most recent operation in the notification.

Attention is directed to "Maintaining Traffic" of these special provisions and to the traffic handling sheets of the plans.

Attention is directed to "Progress Schedule (Critical Path Method)" of these special provisions regarding the submittal of a general time-scaled logic diagram within 10 days after approval of the contract. The diagram shall be submitted prior to performing any work that may be affected by any proposed deviations to the construction staging of the project.

Attention is directed to "Transplant Native Plants" of these special provisions. Clearing and grubbing shall not take place until native plants have been transplanted.

The final asphalt concrete overlay shall not be placed until all walls and widening work is completed.

As a last order of work, the Contractor shall remove base and surfacing of the roadway near station 53+00 and apply topsoil as shown on the plans.

As a last order of work, the Contractor shall remove temporary fence (Type ESA) and temporary arroyo toad fence except where shown on the plans to remain in place.

Pavement delineation removal shall be coordinated with new delineation so that lane lines are provided at all times on traveled ways open to public traffic.

Before obliterating any pavement delineation (traffic stripes, pavement markings, and pavement markers) that is to be replaced on the same alignment and location, as determined by the Engineer, the pavement delineation shall be referenced by the Contractor, with a sufficient number of control points to reestablish the alignment and location of the new pavement delineation. The references shall include the limits or changes in striping pattern, including one- and 2-way barrier lines, limit lines, crosswalks and other pavement markings. Full compensation for referencing existing pavement delineation shall

be considered as included in the contract prices paid for new pavement delineation and no additional compensation will be allowed therefor.

Construction of the new structural section adjacent to the existing traveled way shall be performed in successive and, once all operations are under way, concurrent operations of excavating, preparing subgrade, placing base materials and paving. Excavation within 2.4 meters of the existing traveled way shall not precede the paving operation by more than one working day unless:

- A. approved in writing by the Engineer and;
- B. material is placed and compacted against the vertical cuts within 2.4 meters of the existing traveled way. During excavation operations, native material may be used for this purpose, however, once the placing of the structural section commences, structural material shall be used. The material shall be placed to the level of the elevation of the top of existing pavement and tapered at a slope of 1:4 (vertical:horizontal) or flatter to the bottom of the excavation. Treated base shall not be used for the taper. Full compensation for placing the material on a 1:4 slope, regardless of the number of times it is required, and subsequent removing or reshaping of the material to the lines and grades shown on the plans shall be considered as included in the contract price paid for the materials involved and no additional compensation will be allowed therefor. No payment will be made for material placed in excess of that required for the structural section.

At the end of each working day if a difference in excess of 0.1-meter exists between the elevation of the existing pavement and the elevation of excavations within 2.4 m of the traveled way, material shall be placed and compacted against the vertical cuts adjacent to the traveled way. During excavation operations, native material may be used for this purpose; however, once placing of the structural section commences, structural material shall be used. The material shall be placed to the level of the elevation of the top of existing pavement and tapered at a slope of 1:4 (vertical:horizontal) or flatter to the bottom of the excavation. Treated base shall not be used for the taper. Full compensation for placing the material on a 1:4 slope, regardless of the number of times the material is required, and subsequent removing or reshaping of the material to the lines and grades shown on the plans shall be considered as included in the contract price paid for the materials involved and no additional compensation will be allowed therefor. No payment will be made for material placed in excess of that required for the structural section.

At those locations exposed to public traffic where guard railings or barriers are to be constructed, reconstructed, or removed and replaced, the Contractor shall schedule operations so that at the end of each working day there shall be no post holes open nor shall there be any railing or barrier posts installed without the blocks and rail elements assembled and mounted thereon.

Not less than 60 days prior to applying seeds, the Contractor shall furnish the Engineer a statement from the vendor that the order for the seed required for this contract has been received and accepted by the vendor. The statement from the vendor shall include the names and quantity of seed ordered and the anticipated date of delivery.

Attention is directed to "Erosion Control (Type BFM)" regarding the pre-measurement of areas to receive Erosion Control (Type BFM), prior to the start of application.

10-1.02 WATER POLLUTION CONTROL

Water pollution control work shall conform to the provisions in Section 7-1.01G, "Water Pollution," of the Standard Specifications and these special provisions.

This project lies within the boundaries of the San Diego Regional Water Quality Control Board (RWQCB).

The State Water Resources Control Board (SWRCB) has issued a permit to the Department which governs storm water and non-storm water discharges from its properties, facilities and activities. The Department's Permit is entitled: "Order No. 99-06-DWQ, NPDES No. CAS000003, National Pollutant Discharge Elimination System (NPDES) Permit, Storm Water Permit and Waste Discharge Requirements (WDRs) for the State of California, Department of Transportation Properties, Facilities, and Activities." Copies of the Department's Permit are available for review from the SWRCB, Storm Water Permit Unit, 1001 "I" Street, P.O. Box 1977, Sacramento, California 95812-1977, Telephone: (916) 341-5254, and may also be obtained from the SWRCB Internet website at: <http://www.swrcb.ca.gov/stormwtr/caltrans.html>.

The Department's Permit references and incorporates by reference the current Statewide General Permit issued by the SWRCB entitled "Order No. 99-08-DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002, Waste Discharge Requirements (WDRs) for Discharges of Storm Water Associated with Construction Activity," which regulates discharges of storm water and non-storm water from construction activities disturbing 0.4-hectare or more of soil in a common plan of development. Sampling and analysis requirements as specified in SWRCB Resolution No. 2001-46 are added to the Statewide General Permit. Copies of the Statewide General Permit and modifications thereto are available for review from the SWRCB, Storm Water Permit Unit, 1001 "I" Street, P.O. Box 1977, Sacramento, California 95812-1977, Telephone: (916) 341-5254 and may also be obtained from the SWRCB Internet website at: <http://www.swrcb.ca.gov/stormwtr/construction.html>.

The NPDES permits that regulate this project, as referenced above, are hereafter collectively referred to as the "Permits."

This project shall conform to the Permits and modifications thereto. The Contractor shall maintain copies of the Permits at the project site and shall make the Permits available during construction.

The Permits require the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be prepared in conformance with the requirements of the Permits, the Department's "Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual," and the Department's "Construction Site Best Management Practices (BMPs) Manual," including addenda to those permits and manuals issued up to and including the date of advertisement of the project. These manuals are hereinafter referred to, respectively, as the "Preparation Manual" and the "Construction Site BMPs Manual," and collectively, as the "Manuals." Copies of the Manuals may be obtained from the Department of Transportation, Material Operations Branch, Publication Distribution Unit, 1900 Royal Oaks Drive, Sacramento, California 95815, Telephone: (916) 445-3520, and may also be obtained from the Department's Internet website at: <http://www.dot.ca.gov/hq/construc/stormwater/stormwater1.htm>.

The Contractor shall know and fully comply with applicable provisions of the Permits and all modifications thereto, the Manuals, and Federal, State, and local regulations and requirements that govern the Contractor's operations and storm water and non-storm water discharges from both the project site and areas of disturbance outside the project limits during construction. Attention is directed to Sections 7-1.01, "Laws to be Observed," and 7-1.12, "Indemnification and Insurance," of the Standard Specifications.

The Permits shall apply to storm water and certain permitted non-storm water discharges from areas outside the project site which are directly related to construction activities for this contract including, but not limited to, asphalt batch plants, material borrow areas, concrete plants, staging areas, storage yards and access roads. The Contractor shall comply with the Permits and the Manuals for those areas and shall implement, inspect and maintain the required water pollution control practices. The Engineer shall be allowed full access to these areas during construction to assure Contractor's proper implementation of water pollution control practices. Installing, inspecting and maintaining water pollution control practices on areas outside the highway right of way not specifically arranged and provided for by the Department for the execution of this contract, will not be paid for.

The Contractor shall be responsible for penalties assessed or levied on the Contractor or the Department as a result of the Contractor's failure to comply with the provisions in this section "Water Pollution Control" including, but not limited to, compliance with the applicable provisions of the Permits, the Manuals, and Federal, State and local regulations and requirements as set forth therein.

Penalties as used in this section, "Water Pollution Control," shall include fines, penalties and damages, whether proposed, assessed, or levied against the Department or the Contractor, including those levied under the Federal Clean Water Act and the State Porter-Cologne Water Quality Control Act, by governmental agencies or as a result of citizen suits. Penalties shall also include payments made or costs incurred in settlement for alleged violations of the Permits, the Manuals, or applicable laws, regulations, or requirements. Costs incurred could include sums spent instead of penalties, in mitigation or to remediate or correct violations.

RETENTION OF FUNDS

Notwithstanding any other remedies authorized by law, the Department may retain money due the Contractor under the contract, in an amount determined by the Department, up to and including the entire amount of Penalties proposed, assessed, or levied as a result of the Contractor's violation of the Permits, the Manuals, or Federal or State law, regulations or requirements. Funds may be retained by the Department until final disposition has been made as to the Penalties. The Contractor shall remain liable for the full amount of Penalties until such time as they are finally resolved with the entity seeking the Penalties.

Retention of funds for failure to conform to the provisions in this section, "Water Pollution Control," shall be in addition to the other retention amounts required by the contract. The amounts retained for the Contractor's failure to conform to provisions in this section will be released for payment on the next monthly estimate for partial payment following the date when an approved SWPPP has been implemented and maintained, and when water pollution has been adequately controlled, as determined by the Engineer.

When a regulatory agency identifies a failure to comply with the Permits and modifications thereto, the Manuals, or other Federal, State or local requirements, the Department may retain money due the Contractor, subject to the following:

- A. The Department will give the Contractor 30 days notice of the Department's intention to retain funds from partial payments which may become due to the Contractor prior to acceptance of the contract. Retention of funds from payments made after acceptance of the contract may be made without prior notice to the Contractor.
- B. No retention of additional amounts out of partial payments will be made if the amount to be retained does not exceed the amount being withheld from partial payments pursuant to Section 9-1.06, "Partial Payments," of the Standard Specifications.

- C. If the Department has retained funds, and it is subsequently determined that the State is not subject to the entire amount of the Costs and Liabilities assessed or proposed in connection with the matter for which the retention was made, the Department shall be liable for interest on the amount retained for the period of the retention. The interest rate payable shall be 6 percent per annum.

During the first estimate period that the Contractor fails to conform to the provisions in this section, "Water Pollution Control," the Department may retain an amount equal to 25 percent of the estimated value of the contract work performed.

The Contractor shall notify the Engineer immediately upon request from the regulatory agencies to enter, inspect, sample, monitor, or otherwise access the project site or the Contractor's records pertaining to water pollution control work. The Contractor and the Department shall provide copies of correspondence, notices of violation, enforcement actions or proposed fines by regulatory agencies to the requesting regulatory agency.

STORM WATER POLLUTION PREVENTION PLAN PREPARATION, APPROVAL AND AMENDMENTS

As part of the water pollution control work, a Storm Water Pollution Prevention Plan (SWPPP) is required for this contract. The SWPPP shall conform to the provisions in Section 7-1.01G, "Water Pollution," of the Standard Specifications, the requirements in the Manuals, the requirements of the Permits, and these special provisions. Upon the Engineer's approval of the SWPPP, the SWPPP shall be considered to fulfill the provisions in Section 7-1.01G, "Water Pollution," of the Standard Specifications for development and submittal of a Water Pollution Control Program.

No work having potential to cause water pollution shall be performed until the SWPPP has been approved by the Engineer. Approval shall not constitute a finding that the SWPPP complies with applicable requirements of the Permits, the Manuals and applicable Federal, State and local laws, regulations, and requirements.

The Contractor shall designate a Water Pollution Control Manager. The Water Pollution Control Manager shall be responsible for the preparation of the SWPPP and required modifications or amendments, and shall be responsible for the implementation and adequate functioning of the various water pollution control practices employed. The Contractor may designate different Water Pollution Control Managers to prepare the SWPPP and to implement the water pollution control practices. The Water Pollution Control Managers shall serve as the primary contact for issues related to the SWPPP or its implementation. The Contractor shall submit to the Engineer a statement of qualifications, describing the training, previous work history and expertise of the individual selected by the Contractor to serve as Water Pollution Control Manager. The Water Pollution Control Manager shall have a minimum of 24 hours of formal storm water management training or certification as a Certified Professional in Erosion and Sediment Control (CPESC). The Engineer will reject the Contractor's submission of a Water Pollution Control Manager if the submitted qualifications are deemed to be inadequate.

The SWPPP shall apply to the areas within and those outside of the highway right of way that are directly related to construction operations including, but not limited to, asphalt batch plants, material borrow areas, concrete plants, staging areas, storage yards, and access roads.

The SWPPP shall incorporate water pollution control practices in the following categories:

- A. Soil stabilization.
- B. Sediment control.
- C. Wind erosion control.
- D. Tracking control.
- E. Non-storm water management.
- F. Waste management and materials pollution control.

The following contract items of work shall be incorporated into the SWPPP as "Temporary Water Pollution Control Practices": Temporary hydraulic mulch (Bonded Fiber Matrix), temporary fiber roll, temporary concrete washout (portable) and temporary construction entrance. The Contractor's attention is directed to the special provisions provided for Temporary Water Pollution Control Practices and to the Storm Water Information Handout that is available at District 12, Construction Administration Branch, 3347 Michelson Drive, Suite 100, Irvine, CA, 92612, Telephone (949)724-2273.

The SWPPP shall include, but not be limited to, the items described in the Manuals, Permits and related information contained in the contract documents. The SWPPP shall also include a copy of the following: Notification of Construction, Department of Fish and Game Permit, US Army Corps of Engineers 404 Permit, RWQCB 401 Certification.

The Contractor shall develop and include in the SWPPP the Sampling and Analysis Plan(s) as required by the Permits, and modifications thereto, and as required in "Sampling and Analytical Requirements" of this section.

The Contractor shall develop a Water Pollution Control Schedule that describes the timing of grading or other work activities that could affect water pollution. The Water Pollution Control Schedule shall be updated by the Contractor to reflect changes in the Contractor's operations that would affect the necessary implementation of water pollution control practices.

The Contractor shall complete the "Construction Site BMPs Consideration Checklist" presented in the Preparation Manual and shall incorporate water pollution control practices into the SWPPP. Water pollution control practices include the "Minimum Requirements" and other Contractor-selected water pollution control practices from the "Construction Site BMPs Consideration Checklist" and the "Project-Specific Minimum Requirements" identified in the Water Pollution Control Cost Break-Down of this section.

Within 20 working days after the approval of the contract, the Contractor shall submit 3 copies of the draft SWPPP to the Engineer. The Engineer will have 15 working days to review the SWPPP. If revisions are required, as determined by the Engineer, the Contractor shall revise and resubmit the SWPPP within 10 working days of receipt of the Engineer's comments. The Engineer will have 10 working days to review the revisions. Upon the Engineer's approval of the SWPPP, 6 approved copies of the SWPPP, incorporating the required changes, shall be submitted to the Engineer. In order to allow construction activities to proceed, the Engineer may conditionally approve the SWPPP while minor revisions are being completed. In the event the Engineer fails to complete the review within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's delay in completing the review, the Contractor will be compensated for resulting losses, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The Contractor shall prepare an amendment to the SWPPP when there is a change in construction activities or operations which may affect the discharge of pollutants to surface waters, ground waters, municipal storm drain systems, or when the Contractor's activities or operations violate a condition of the Permits, or when directed by the Engineer. Amendments shall identify additional water pollution control practices or revised operations, including those areas or operations not identified in the initially approved SWPPP. Amendments to the SWPPP shall be prepared and submitted for review and approval within a time approved by the Engineer, but in no case longer than the time specified for the initial submittal and review of the SWPPP. At a minimum, the SWPPP shall be amended annually and submitted to the Engineer 25 days prior to the defined rainy season.

The Contractor shall keep one copy of the approved SWPPP and approved amendments at the project site. The SWPPP shall be made available upon request by a representative of the Regional Water Quality Control Board, State Water Resources Control Board, United States Environmental Protection Agency, or the local storm water management agency. Requests by the public shall be directed to the Engineer.

COST BREAK-DOWN

The Contractor shall include a Water Pollution Control Cost Break-Down in the SWPPP which itemizes the contract lump sum for water pollution control work. The Contractor shall use the Water Pollution Control Cost Break-Down provided in this section as the basis for the cost break-down submitted with the SWPPP. The Contractor shall use the Water Pollution Control Cost Break-Down to identify items, quantities and values for water pollution control work, excluding Temporary Water Pollution Control Practices for which there are separate bid items. The Contractor shall be responsible for the accuracy of the quantities and values used in the cost break-down submitted with the SWPPP. Partial payment for the item of water pollution control will not be made until the Water Pollution Control Cost Break-Down is approved by the Engineer.

Attention is directed to "Time-Related Overhead" of these special provisions regarding compensation for time-related overhead.

Line items indicated in the Water Pollution Control Cost Break-Down in this section with a specified Estimated Quantity shall be considered "Project-Specific Minimum Requirements." The Contractor shall incorporate Project-Specific Minimum Requirements with Contractor-designated quantities and values into the Water Pollution Control Cost Break-Down submitted with the SWPPP.

Line items indicated in the Water Pollution Control Cost Break-Down in this section without a specified Estimated Quantity shall be considered by the Contractor for selection to meet the applicable "Minimum Requirements" as defined in the Manuals, or for other water pollution control work as identified in the "Construction Site BMPs Consideration Checklist" presented in the Preparation Manual. In the Water Pollution Control Cost Break-Down submitted with the SWPPP, the Contractor shall list only those water pollution control practices selected for the project, including quantities and values required to complete the work for those items.

The sum of the amounts for the items of work listed in the Water Pollution Control Cost Break-Down shall be equal to the contract lump sum price bid for water pollution control. Overhead and profit, except for time-related overhead, shall be included in the individual items listed in the cost break-down.

WATER POLLUTION CONTROL COST BREAK-DOWN
Contract No. 12-043214

ITEM	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	VALUE	AMOUNT
SS-5	Soil Binders	M2			
SS-7	Geotextiles, Plastic Covers & Erosion Control Blankets/Mats	M2			
SS-9	Earth Dikes/Drainage Swales & Lined Ditches	M			
SS-10	Outlet Protection/Velocity Dissipation Devices	EA			
SS-11	Slope Drains	EA			
SC-1	Silt Fence	M			
SC-2	Sediment/Desilting Basin	EA			
SC-3	Sediment Trap	EA			
SC-4	Check Dam	EA			
SC-6	Gravel Bag Berm	M			
SC-7	Street Sweeping and Vacuuming	LS			
SC-8	Sandbag Barrier	M			
SC-10	Storm Drain Inlet Protection	EA			
WE-1	Wind Erosion Control	LS			
TC-2	Stabilized Construction Roadway	EA			
TC-3	Entrance/Outlet Tire Wash	EA			
NS-1	Water Conservation Practices	LS			
NS-2	Dewatering Operations	EA			
NS-3	Paving and Grinding Operations	LS			
NS-6	Illicit Connection/Illegal Discharge Detection and Reporting	LS			
NS-7	Potable Water/Irrigation	LS			
NS-8	Vehicle and Equipment Cleaning	LS			
NS-9	Vehicle and Equipment Fueling	LS			
NS-10	Vehicle and Equipment Maintenance	LS			
NS-11	Pile Driving Operations	LS			
NS-12	Concrete Curing	LS			
NS-13	Material and Equipment Use over Water	LS			
NS-14	Concrete Finishing	LS			
NS-15	Structure Demolition/Removal Over or Adjacent to Water	LS			

ITEM	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	VALUE	AMOUNT
WM-1	Material Delivery and Storage	LS			
WM-2	Material Use	LS			
WM-3	Stockpile Management	LS			
WM-4	Spill Prevention and Control	LS			
WM-5	Solid Waste Management	LS			
WM-6	Hazardous Waste Management	LS			
WM-7	Contaminated Soil Management	LS			
WM-9	Sanitary/Septic Waste Management	LS			
WM-10	Liquid Waste Management	LS			

TOTAL _____

Adjustments in the items of work and quantities listed in the approved cost break-down shall be made when required to address amendments to the SWPPP, except when the adjusted items are paid for as extra work.

No adjustment in compensation will be made to the contract lump sum price paid for water pollution control due to differences between the quantities shown in the approved cost break-down and the quantities required to complete the work as shown on the approved SWPPP. No adjustment in compensation will be made for ordered changes to correct SWPPP work resulting from the Contractor's own operations or from the Contractor's negligence.

The approved cost break-down will be used to determine partial payments during the progress of the work and as the basis for calculating the adjustment in compensation for the item of water pollution control due to increases or decreases of quantities ordered by the Engineer. When an ordered change increases or decreases the quantities of an approved cost break-down item, the adjustment in compensation will be determined in the same manner specified for increases and decreases in the quantity of a contract item of work in conformance with the provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications. If an ordered change requires a new item which is not on the approved cost break-down, the adjustment in compensation will be determined in the same manner specified for extra work in conformance with Section 4-1.03D, "Extra Work," of the Standard Specifications.

If requested by the Contractor and approved by the Engineer, changes to the water pollution control practices listed in the approved cost break-down, including addition of new water pollution control practices, will be allowed. Changes shall be included in the approved amendment of the SWPPP. If the requested changes result in a net cost increase to the lump sum price for water pollution control, an adjustment in compensation will be made without change to the water pollution control item. The net cost increase to the water pollution control item will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

SWPPP IMPLEMENTATION

Unless otherwise specified, upon approval of the SWPPP, the Contractor shall be responsible throughout the duration of the project for installing, constructing, inspecting, maintaining, removing, and disposing of the water pollution control practices specified in the SWPPP and in the amendments. Unless otherwise directed by the Engineer, the Contractor's responsibility for SWPPP implementation shall continue throughout temporary suspensions of work ordered in conformance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications. Requirements for installation, construction, inspection, maintenance, removal, and disposal of water pollution control practices shall conform to the requirements in the Manuals and these special provisions.

If the Contractor or the Engineer identifies a deficiency in the implementation of the approved SWPPP or amendments, the deficiency shall be corrected immediately unless requested by the Contractor and approved by the Engineer in writing, but shall be corrected prior to the onset of precipitation. If the Contractor fails to correct the identified deficiency by the date agreed or prior to the onset of precipitation, the project shall be in nonconformance with this section, "Water Pollution Control." Attention is directed to Section 5-1.01, "Authority of Engineer," of the Standard Specifications, and to "Retention of Funds" of this section for possible nonconformance penalties.

If the Contractor fails to conform to the provisions of this section, "Water Pollution Control," the Engineer may order the suspension of construction operations until the project complies with the requirements of this section.

Implementation of water pollution control practices may vary by season. The Construction Site BMPs Manual and these special provisions shall be followed for control practice selection of year-round, rainy season and non-rainy season water pollution control practices.

Year-Round Implementation Requirements

The Contractor shall have a year-round program for implementing, inspecting and maintaining water pollution control practices for wind erosion control, tracking control, non-storm water management, and waste management and materials pollution control.

The National Weather Service weather forecast shall be monitored and used by the Contractor on a daily basis. An alternative weather forecast proposed by the Contractor may be used if approved by the Engineer. If precipitation is predicted, the necessary water pollution control practices shall be deployed prior to the onset of the precipitation.

Disturbed soil areas shall be considered active whenever the soil disturbing activities have occurred, continue to occur or will occur during the ensuing 21 days. Non-active areas shall be protected as prescribed in the Construction Site BMPs Manual within 14 days of cessation of soil disturbing activities or prior to the onset of precipitation, whichever occurs first.

In order to provide effective erosion control, the Contractor may be directed by the Engineer to apply permanent erosion control in small or multiple units. The Contractor's attention is directed to "Erosion Control (Type BFM)", and "Move-In/Move-Out (Erosion Control)" of these special provisions.

The Contractor shall implement, maintain and inspect the following temporary sediment control practices on a year-round basis. The listed practices shall remain in place until their use is no longer needed, as determined by the Engineer.

YEAR-ROUND SEDIMENT CONTROL PRACTICES	LOCATION USED
Dewatering Operations BMP (NS-2): dewatering tank, gravity bag filter, basic filtration technologies. This BMP shall be implemented to filter sediment and other waste from drilling operations as a result of the construction of the Anchored Walls.	At locations where Anchored Walls are constructed

Rainy Season Implementation Requirements

Soil stabilization and sediment control practices shall be provided throughout the rainy season, defined as between October 1 and May 1.

An implementation schedule of required soil stabilization and sediment control practices for disturbed soil areas shall be completed no later than 20 days prior to the beginning of each rainy season. The implementation schedule shall identify the soil stabilization and sediment control practices and the dates when the implementation will be 25 percent, 50 percent and 100 percent complete, respectively. For construction activities beginning during the rainy season, the Contractor shall implement applicable soil stabilization and sediment control practices.

Throughout the defined rainy season, the active disturbed soil area of the project site shall be not more than 1.0 hectares. The Engineer may approve, on a case-by-case basis, expansions of the active disturbed soil area limit. Soil stabilization and sediment control materials shall be maintained on site sufficient to protect disturbed soil areas. A detailed plan for the mobilization of sufficient labor and equipment shall be maintained to deploy the water pollution control practices required to protect disturbed soil areas prior to the onset of precipitation.

Non-Rainy Season Implementation Requirements

The non-rainy season shall be defined as days outside the defined rainy season. The Contractor's attention is directed to the Construction Site BMPs Manual for soil stabilization and sediment control implementation requirements on disturbed soil areas during the non-rainy season. Disturbed soil areas within the project shall be protected in conformance with the requirements in the Construction Site BMPs Manual with an effective combination of soil stabilization and sediment control.

MAINTENANCE

To ensure the proper implementation and functioning of water pollution control practices, the Contractor shall regularly inspect and maintain the construction site for the water pollution control practices identified in the SWPPP. The construction site shall be inspected by the Contractor as follows:

- A. Prior to a forecast storm.
- B. After a precipitation event which causes site runoff.
- C. At 24 hour intervals during extended precipitation events.
- D. Routinely, a minimum of once every two weeks outside of the defined rainy season.
- E. Routinely, a minimum of once every week during the defined rainy season.

The Contractor shall use the Storm Water Quality Construction Site Inspection Checklist provided in the preparation manual or an alternative inspection checklist provided by the Engineer. One copy of each site inspection record shall be submitted to the Engineer within 24 hours of completing the inspection.

REPORTING REQUIREMENTS

Report of Discharges, Notices or Orders

If the Contractor identifies discharges into surface waters or drainage systems in a manner causing, or potentially causing, a condition of pollution, or if the project receives a written notice or order from a regulatory agency, the Contractor shall immediately inform the Engineer. The Contractor shall submit a written report to the Engineer within 7 days of the discharge event, notice or order. The report shall include the following information:

- A. The date, time, location, nature of the operation, and type of discharge, including the cause or nature of the notice or order.

- B. The water pollution control practices deployed before the discharge event, or prior to receiving the notice or order.
- C. The date of deployment and type of water pollution control practices deployed after the discharge event, or after receiving the notice or order, including additional measures installed or planned to reduce or prevent reoccurrence.
- D. An implementation and maintenance schedule for affected water pollution control practices.

Report of First-Time Non-Storm Water Discharge

The Contractor shall notify the Engineer at least 3 days in advance of first-time non-storm water discharge events, excluding exempted discharges. The Contractor shall notify the Engineer of the operations causing non-storm water discharges and shall obtain field approval for first-time non-storm water discharges. Non-storm water discharges shall be monitored at first-time occurrences and routinely thereafter.

Annual Certifications

By June 15 of each year, the Contractor shall complete and submit an Annual Certification of Compliance, as contained in the Preparation Manual, to the Engineer.

SAMPLING AND ANALYTICAL REQUIREMENTS

The Contractor is required to implement specific sampling and analytical procedures to determine whether BMPs implemented on the construction site are:

- A. preventing pollutants that are known or should be known by permittees to occur on construction sites that are not visually detectable in storm water discharges, to cause or contribute to exceedances of water quality objectives

Non-Visible Pollutants

The project has the potential to discharge non-visible pollutants in storm water from the construction site. The project SWPPP shall contain a Sampling and Analysis Plan (SAP) that describes the sampling and analysis strategy and schedule to be implemented on the project for monitoring non-visible pollutants in conformance with this section.

The SAP shall identify potential non-visible pollutants that are known or should be known to occur on the construction site associated with the following: (1) construction materials, wastes or operations; (2) known existing contamination due to historical site usage; or (3) application of soil amendments, including soil stabilization products, with the potential to alter pH or contribute toxic pollutants to storm water. Planned material and waste storage areas, locations of known existing contamination, and areas planned for application of soil amendments shall be shown on the SWPPP Water Pollution Control Drawings.

The SAP shall identify a sampling schedule for collecting a sample down gradient from the applicable non-visible pollutant source and a sufficiently large uncontaminated control sample during the first two hours of discharge from rain events during daylight hours which result in a sufficient discharge for sample collection. If run-on occurs onto the non-visible pollutant source, a run-on sample that is immediately down gradient of the run-on to the Department's right of way shall be collected. A minimum of 72 hours of dry weather shall occur between rain events to distinguish separate rain events.

The SAP shall state that water quality sampling will be triggered when any of the following conditions are observed during the required storm water inspections conducted before or during a rain event:

- A. Materials or wastes containing potential non-visible pollutants are not stored under watertight conditions.
- B. Materials or wastes containing potential non-visible pollutants are stored under watertight conditions, but (1) a breach, leakage, malfunction, or spill is observed; and (2) the leak or spill has not been cleaned up prior to the rain event; and (3) there is the potential for discharge of non-visible pollutants to surface waters or drainage system.
- C. Construction activities, such as application of fertilizer, pesticide, herbicide, methyl methacrylate concrete sealant, or non-pigmented curing compound have occurred during a rain event or within 24 hours preceding a rain event, and there is the potential for discharge of pollutants to surface waters or drainage system.
- D. Soil amendments, including soil stabilization products, with the potential to alter pH levels or contribute toxic pollutants to storm water runoff have been applied, and there is the potential for discharge of pollutants to surface waters or drainage system (unless independent test data are available that demonstrate acceptable concentration levels of non-visible pollutants in the soil amendment).
- E. Storm water runoff from an area contaminated by historical usage of the site is observed to combine with storm water, and there is the potential for discharge of pollutants to surface waters or drainage system.

The SAP shall identify sampling locations for collecting down gradient and control samples, and the rationale for their selection. The control sampling location shall be selected where the sample does not come into contact with materials,

wastes or areas associated with potential non-visible pollutants or disturbed soil areas. Sampling locations shall be shown on the SWPPP Water Pollution Control Drawings. Only trained personnel shall collect water quality samples and be identified in the SAP. Qualifications of designated sampling personnel shall describe training and experience, and shall be included in the SWPPP. The SAP shall state monitoring preparation, sample collection procedures, quality assurance/quality control, sample labeling procedures, sample collection documentation, sample shipping and chain of custody procedures, sample numbering system, and reference the construction site health and safety plan.

The SAP shall identify the analytical method to be used for analyzing down gradient and control samples for potential non-visible pollutants on the project. For samples analyzed in the field by sampling personnel, collection, analysis, and equipment calibration shall be in conformance with the Manufacturer's specifications. For samples that will be analyzed by a laboratory, sampling, preservation, and analysis shall be performed by a State-certified laboratory in conformance with 40 CFR 136. The SAP shall identify the specific State-certified laboratory, sample containers, preservation requirements, holding times, and analysis method to be used. A list of State-certified laboratories that are approved by the Department is available at the following internet site: http://www.dhs.ca.gov/ps/ls/elap/html/lablist_county.htm.

Analytical Results and Evaluation

The Contractor shall submit a hard copy and electronic copy of water quality analytical results and quality assurance/quality control data to the Engineer within 5 days of sampling for field analyses and within 30 days for laboratory analyses. Analytical results shall be accompanied by an evaluation from the Contractor to determine if down gradient samples show elevated levels of the tested parameter relative to levels in the control sample. If down gradient or downstream samples, as applicable, show increased levels, the Contractor will assess the BMPs, site conditions, and surrounding influences to determine the probable cause for the increase. As determined by the assessment, the Contractor will repair or modify BMPs to address increases and amend the SWPPP as necessary. Electronic results (in one of the following file formats: .xls, .txt, .csv, .dbs, or .mdb) shall have at a minimum the following information: sample identification number, contract number, constituent, reported value, method reference, method detection limit, and reported detection limit. The Contractor shall document sample collection during rain events.

Water quality sampling documentation and analytical results shall be maintained with the SWPPP on the project site until a Notice of Completion has been submitted and approved.

If construction activities or knowledge of site conditions change, such that discharges or sampling locations change, the Contractor shall amend the SAP in conformance with this section, "Water Pollution Control."

PAYMENT

The contract lump sum price paid for prepare storm water pollution prevention plan shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals for doing all the work involved in developing, preparing, obtaining approval of, revising, and amending the SWPPP, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Attention is directed to Section 9-1.06, "Partial Payments," and Section 9-1.07, "Payment After Acceptance," of the Standard Specifications. Payments for prepare storm water pollution prevention plan will be made as follows:

- A. After the SWPPP has been approved by the Engineer, 75 percent of the contract item price for prepare storm water pollution prevention plan will be included in the monthly partial payment estimate.
- B. After acceptance of the contract in conformance with the provisions in Section 7-1.17, "Acceptance of Contract," of the Standard Specifications, payment for the remaining 25 percent of the contract item price for prepare storm water pollution prevention plan will be made in conformance with the provisions in Section 9-1.07.

The contract lump sum price paid for water pollution control shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in installing, constructing, removing, and disposing of water pollution control practices, including non-storm water management, and waste management and materials pollution water pollution control practices, except those for which there is a contract item of work as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Storm water sampling and analysis will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications. No payment will be made for the preparation, collection, analysis, and reporting of storm water samples required where appropriate BMPs are not implemented prior to a rain event, or if a failure of a BMP is not corrected prior to a rain event.

For items identified on the approved Water Pollution Control Cost Break-Down, the cost of maintaining the temporary water pollution control practices shall be divided equally by the State and the Contractor as follows:

Soil Stabilization

Temporary water pollution control practices except:
SS-1 Scheduling
SS-2 Preservation of Existing Vegetation

Sediment Control

Temporary water pollution control practices except:
SC-7 Street Sweeping and Vacuuming

Wind Erosion Control

No sharing of maintenance costs will be allowed.

Tracking Control

TC-1 Stabilized Construction Entrance/Exit.

Non-Storm Water Management

No sharing of maintenance costs will be allowed.

Waste Management & Materials Pollution Control

No sharing of maintenance costs will be allowed.

The division of cost will be made by determining the cost of maintaining water pollution control practices in conformance with the provisions in Section 9-1.03, "Force Account Payment," of the Standard Specifications and paying to the Contractor one-half of that cost. Cleanup, repair, removal, disposal, improper installation, and replacement of water pollution control practices damaged by the Contractor's negligence, shall not be considered as included in the cost for performing maintenance.

The provisions for sharing maintenance costs shall not relieve the Contractor from the responsibility for providing appropriate maintenance on items with no shared maintenance costs.

Full compensation for non-shared maintenance costs of water pollution control practices, as specified in this section, "Water Pollution Control," shall be considered as included in the contract lump sum price paid for water pollution control and no additional compensation will be allowed therefor.

Water pollution control practices for which there is a contract item of work, will be measured and paid for as that contract item of work.

10-1.03 TEMPORARY HYDRAULIC MULCH (BONDED FIBER MATRIX)

Temporary hydraulic mulch (bonded fiber matrix) shall be furnished, applied, maintained, and later removed at locations shown on the plans and in conformance with these special provisions.

Temporary hydraulic mulch (bonded fiber matrix) shall consist of applying bonded fiber matrix to non-active disturbed areas only if the non-active areas cannot be permanently protected with Erosion Control (Type BFM) application due to "rainy season" constraints for seeding (October 1 through May 1).

The bonded fiber matrix shall be used as a water pollution control practice for soil stabilization.

MATERIALS

Tackifier

The tackifier shall conform to the provisions in Section 20-2.11, "Stabilizing Emulsion," of the Standard Specifications. The tackifier shall be nonflammable, nontoxic to aquatic organisms, and shall have no growth or germination inhibiting factors.

The tackifier shall be an organic, high viscosity colloidal polysaccharide with activating agents, or a blended hydrocolloid-based binder. The tackifier shall be bonded to the fiber or prepackaged with the fiber by the manufacturer. The tackifier, including activating agents and additives, shall be a minimum of 10 percent by weight of the fiber.

Fiber

Fiber shall conform to the provisions in Section 20-2.07, "Fiber," of the Standard Specifications and these special provisions. Fiber shall be long strand, whole wood fibers, thermo-mechanically processed from clean, whole wood chips, containing a minimum of 25 percent at 10 mm long, with a minimum of 50 percent retained on a 710 µm sieve. The wood

chips shall not contain lead paint, printing ink, varnish, petroleum products, seed germination inhibitors, or chlorine bleach. Fiber shall not be produced from sawdust, cardboard, paper, or paper by-products.

A coloring agent shall be added to the bonded fiber matrix to contrast with the area on which it is applied. The coloring agent shall not include copper, mercury, or arsenic, and shall be biodegradable and nontoxic.

A Certificate of Compliance for temporary hydraulic mulch (bonded fiber matrix) shall be furnished to the Engineer in accordance with the provisions in Section 6-1.07, "Certificates of Compliance" of the Standard Specifications. The Certificate of Compliance shall include a list of pollutant indicators and potential pollutants not visually detectable as described under "Sampling and Analysis Plan for Non-Visible Pollutants" in the Storm Water Pollution Prevention Plan and Water Pollution Control Program Preparation Manual of the Storm Water Quality Handbooks issued by the Department.

The Contractor shall provide written documentation certifying the temporary hydraulic mulch (bonded fiber matrix) was applied in accordance with specified rates, including area of application, time of application, and quantities used.

Monitoring for pollutants not visually detectable in storm water is required by the General Construction NPDES Permit for soil amendments, including soil stabilization products.

APPLICATION

Temporary hydraulic mulch (bonded fiber matrix) shall be applied as follows:

- A. Temporary hydraulic mulch shall be applied with hydroseeding equipment. Successive applications or passes shall be used to achieve the indicated rate:

Material	Kilograms Per Hectare (slope measurement)
Bonded Fiber (includes fiber and tackifier material)	4500

- B. The dilution of bonded fiber to water per hectare shall be as required to facilitate even application of material per the manufacturer's recommendations.
- C. Material shall be applied to form a continuous mat covering the entire disturbed soil surface, shall have a minimum thickness of 3 mm, and shall have no gaps between the mat and the soil surface.
- D. Material shall be applied from 2 or more directions to achieve a continuous mat.
- E. Material shall be applied in layers to avoid slumping and to aid drying.
- F. Material shall be applied during dry weather, with a minimum of 24 hours of dry weather between completion of material application and predicted precipitation.

MAINTENANCE

Bonded fiber matrix shall be reapplied when the area treated with bonded fiber matrix exhibits visible erosion. Bonded fiber matrix shall be reapplied within 24 hours of identifying visible erosion or longer if approved by the Engineer.

REMOVAL

Removal shall consist of mechanically incorporating the temporary hydraulic mulch into the soil with tracklaying equipment, disking, or other methods approved by the Engineer.

MEASUREMENT AND PAYMENT

The quantity of temporary hydraulic mulch (bonded fiber matrix) to be paid for will be measured by the square meter as determined from measurements along the slope of the actual areas covered by the temporary hydraulic mulch (bonded fiber matrix).

The contract price paid per square meter for temporary hydraulic mulch (bonded fiber matrix) shall include full compensation for furnishing all labor, materials (including bonded fiber), tools, equipment, and incidentals, and for doing all the work involved in applying bonded fiber matrix, complete in place, including maintenance and removal of bonded fiber matrix, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Temporary hydraulic mulch (bonded fiber matrix) disturbed or displaced by the Contractor's vehicles, equipment, or operations shall be reapplied at the Contractor's expense.

10-1.04 TEMPORARY CONCRETE WASHOUT (PORTABLE)

Ten portable temporary concrete washout shall be furnished, maintained, and removed as specified in the approved Storm Water Pollution Prevention Plan in conformance with "Water Pollution Control" of these special provisions and as directed by the Engineer.

A portable temporary concrete washout shall consist of a commercially available drum at a minimum size of 208-liter or alternate container upon written approval from the Engineer. The drum shall be stenciled "Concrete Waste Material." The letters shall be black and 100 mm in height on a white background. The top of the stenciling shall be 300 mm from the top of the barrel.

PLACEMENT

A portable temporary concrete washout shall be as follows:

- A. A portable temporary concrete washout shall be in place prior to placement of concrete and shall be located in the immediate area of the concrete work as approved by the Engineer. The temporary concrete washout shall be located away from construction traffic or public access areas. After initial placement, temporary concrete washout shall be moved as needed for concrete construction work. When the temporary concrete washout is no longer required, as determined by the Engineer, it shall be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.
- B. A sign shall be installed adjacent to each washout at a location determined by the Contractor and approved by the Engineer. Signs shall be installed in conformance with the provisions in Section 12-3.06B, "Portable Signs" of the Standard Specifications. Each portable sign shall consist of a base, framework and a sign panel. The sign panel shall be made out of plywood and shall have a minimum size of 610 mm by 1200 mm. The sign panel shall read "Concrete Washout" with black letters, 150 mm in height, on a white background.
- C. The Contractor shall provide sufficient temporary concrete washout capacity to contain liquid and concrete waste generated by washout operations without seepage or spills.

Maintaining the portable temporary concrete washout shall include removing and disposing of concrete waste. Concrete waste material generated shall be removed each day and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way" of the Standard Specifications.

The Contractor shall provide the name and location of the disposal facility to the Engineer before disposal of solid and liquid concrete waste. The Contractor shall provide verification that the off-site commercial or noncommercial disposal site has a permit issued by the California Regional Water Quality Control Board (RWQCB). If the disposal site is located outside of the State of California, the Contractor shall provide a copy of the permit issued by the state or local agency having jurisdiction over the disposal site.

When relocating or transporting a portable temporary concrete washout, the portable washout shall be properly secured to prevent spilling of concrete waste material.

PAYMENT

The contract lump sum price paid for temporary concrete washout (portable) shall include full compensation for furnishing all labor, materials, tools, equipment, including the sign, and incidentals, and for doing all the work involved in furnishing, placing, maintaining, repairing, replacing, transporting, disposing of concrete waste, and removing the washout, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.05 TEMPORARY FIBER ROLL

Temporary fiber roll shall be furnished, installed, maintained, and later removed at the locations shown on the plans, and in conformance with details shown on the plans and these special provisions.

Temporary fiber roll shall be one of the water pollution control practices for sediment control.

Temporary fiber roll shall be Type 1.

MATERIALS

Fiber Roll

Fiber roll shall be:

- A. A premanufactured roll of rice or wheat straw, wood excelsior, or coconut fiber encapsulated within a biodegradable jute, sisal, or coir fiber netting. The netting shall have a minimum durability of one year after installation. The netting shall be secured tightly at each end of the roll. Rolls shall be between 250 mm and 300 mm in diameter. Rolls between 250 mm and 300 mm in diameter shall have a minimum weight of 4.5 kg/m and a minimum length of 3 m.

Stakes

Wood stakes shall be a minimum of 19 mm x 19 mm x 450 mm in size for Type 1 installation. Wood stakes shall be untreated fir, redwood, cedar, or pine and cut from sound timber. They shall be straight and free of loose or unsound knots and other defects which would render them unfit for the purpose intended. Metal stakes shall not be used.

Rope

Rope shall be biodegradable, such as sisal or manila, with a minimum diameter of 6.35 mm.

INSTALLATION

Temporary fiber roll shall be installed as follows:

- A. Temporary fiber roll (Type 1): Furrows shall be constructed to a depth between 50 mm and 100 mm, and to a sufficient width to hold the fiber roll. Stakes shall be installed 600 mm apart along the length of the fiber rolls and stopped at 300 mm from each end of the rolls. Stakes shall be driven to a maximum of 50 mm above, or flush with the top of the roll.
- B. Temporary fiber rolls shall be placed at the top and bottom of the slope and 3 m apart along the slope for slope length greater than 7.0 meters.
- C. The bedding area for the fiber roll shall be cleared of obstructions including rocks, clods, and debris greater than 25 mm in diameter before installation.
- D. Temporary fiber rolls shall be installed approximately parallel to the slope contour.
- E. Temporary fiber rolls shall be installed before the application of other temporary erosion control or soil stabilization materials in the same area.

When no longer required, as determined by the Engineer, temporary fiber rolls shall be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications. Temporary fiber rolls may be abandoned in place when approved in writing by the Engineer.

Ground disturbances including holes and depressions caused by the installation and removal of the temporary fiber roll shall be backfilled and repaired in conformance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

MAINTENANCE

Temporary fiber rolls shall be maintained to disperse concentrated water runoff and to reduce runoff velocities. Split, torn, or unraveling rolls shall be repaired or replaced. Broken or split stakes shall be replaced. Sagging or slumping fiber rolls shall be repaired with additional stakes or replaced. Locations where rills and other evidence of concentrated runoff have occurred beneath the rolls shall be corrected. Temporary fiber rolls shall be repaired or replaced within 24 hours of identifying the deficiency.

MEASUREMENT AND PAYMENT

Quantities of temporary fiber rolls to be paid for will be determined by the meter measured along the centerline of the installed roll. Where temporary fiber rolls are joined and overlapped, the overlap will be measured as a single installed roll.

The contract price paid per meter for temporary fiber roll shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in installing temporary fiber rolls, complete in place, including furrow excavation and backfill, maintenance, and removal, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Damage to temporary fiber rolls resulting from the Contractor's vehicles, equipment, or operations shall be repaired at the Contractor's expense.

10-1.06 TEMPORARY ARROYO TOAD FENCE

Temporary arroyo toad fence shall be furnished, installed, maintained, and later removed at the locations shown on the plans, as specified in these special provisions, and as directed by the Engineer.

Attention is directed to "Environmentally Sensitive Area", "Order of Work", and "Biological Monitoring" of these special provisions.

Preparation shall conform to the provisions in Section 20-3.02, "Preparation," of the Standard Specifications

If the abandoned picnic area is used as an access area to install temporary arroyo toad fence, a State provided biologist shall be present.

MATERIALS

Used materials may be installed provided the used materials are good, sound and are suitable for the purpose intended, as determined by the Engineer.

Materials may be commercial quality provided the dimensions and sizes of the materials are equal to, or greater than, the dimensions and sizes shown on the plans or specified in these special provisions.

Materials shall conform to the provisions in Section 20-2, "Materials," of the Standard Specifications and the following:

- A. Plywood shall be 12.6 mm thick (min.), with a nominal dimension of 1.2m x 2.43m. Plywood shall be pressure treated to resist decay.
- B. Wood bracing shall be as shown on the plans, and shall be pressure treated to resist decay.
- C. Posts shall be steel and have a "U", "T" or "L" or other cross sectional shape that resists failure by lateral loads. Steel posts shall have a minimum mass per length of 1.1 kg/m and a minimum length of 2.43m. One end of the steel posts shall be pointed and the other end shall be capped with an orange or red plastic safety cap, which fits snugly to the steel post. The Contractor shall submit to the Engineer, for approval, a sample of the capped steel post prior to installation.
- D. Wire mesh for frog egress shall have 3.1mm x 3.1 mm openings, and wire shall be 16 gage, minimum.

INSTALLATION

Temporary arroyo toad fence shall be installed at the locations shown on the plans, as directed by the Engineer and as follows:

- A. Temporary arroyo toad fence shall consist of plywood sheets anchored to steel posts with tie wire as shown on the plans. Holes shall be drilled through the plywood to adequately anchor the plywood to the steel posts and ensure snug overlap of plywood. Plywood shall be installed below grade as shown on the plans.
- B. Holes shall be made in the plywood sheets such that the bottom of the hole is adjacent to finish grade once the plywood has been trenched to sufficient depth. Dimensions of the hole shall be as shown on the plans. Holes may be adjusted to clear any bracing or obstacles.
- C. Wire mesh cones shall be placed at the holes, with locations and dimensions as shown on the plans, to allow frogs entry into the Environmentally Sensitive Area and prevent egress into construction zone. Fabricating and fastening techniques for the wire mesh cones shall provide a uniform transition between the wire mesh cone and the plywood, with no rough edges on either plywood or wire mesh, and such that there are no gaps or openings between the wire mesh and the plywood.

Culvert location openings shall be made downstream from any active culvert outlets, as shown on the plans and as directed by the Engineer. In the event of rain, sections of temporary arroyo toad fence may be removed down stream from any active outlets, as directed by the Engineer. When the rain event has concluded, the sections shall be replaced.

The existing ground and native vegetation shall not be cleared or removed to facilitate installation of the arroyo toad fence.

Care shall be taken to avoid damage to the wire mesh cones. Any damage to the cones shall be repaired promptly at the Contractor's expense.

Any debris that becomes deposited in front of the cones shall be promptly removed.

Temporary arroyo toad fence that has been damaged shall be repaired or replaced at the expense of the Contractor on the same day when the damage occurs.

When no longer required as determined by the Engineer, temporary arroyo toad fence shall become the property of the Contractor and be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Ground disturbance, including holes and depressions, caused by the installation and removal of the temporary arroyo toad fence shall be backfilled and repaired in conformance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

MEASUREMENT AND PAYMENT

The quantity of temporary arroyo toad fence to be paid for will be measured by the meter, parallel with the ground slope along the line of the installed temporary arroyo toad fence.

The contract price paid per meter for temporary arroyo toad fence shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in installing temporary arroyo toad fence, complete in place, including maintenance, and removal of temporary arroyo toad fence, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.07 TEMPORARY FENCE (TYPE ESA)

Temporary fence (Type ESA) shall be furnished, installed, maintained, and later removed in conformance with the details shown on the plans, as specified in these special provisions and as directed by the Engineer.

MATERIALS

Used materials may be installed provided the used materials conform to these special provisions. Materials for temporary fence (Type ESA) shall conform to the following:

High Visibility Fabric

High visibility fabric shall be machine produced, orange colored mesh manufactured from polypropylene or polyethylene. High visibility fabric may be made of recycled materials. Materials shall not contain biodegradable filler materials that can degrade the physical or chemical characteristics of the finished fabric. High visibility fabric shall be fully stabilized ultraviolet resistant, shall be a minimum of 1.22 m in width with a maximum mesh opening of 50 mm x 50 mm. High visibility fabric shall be furnished in one continuous width and shall not be spliced to conform to the specified width dimension.

Posts

Posts for temporary fence (Type ESA) shall be of one of the following:

- A. Wood posts shall be fir or pine, shall have a minimum cross section of 50 mm x 50 mm, and a minimum length of 1.6 m. The end of the post to be embedded in the soil shall be pointed. Wood posts shall not be treated with wood preservative.
- B. Steel posts shall have a "U", "T", "L" or other cross sectional shape that resists failure by lateral loads. Steel posts shall have a minimum mass per length of 1.1 kg/m and a minimum length of 1.6 m. One end of the steel post shall be pointed and the other end shall have a high visibility colored top.

Fasteners

Fasteners for attaching high visibility fabric to the posts shall be as follows:

- A. The high visibility fabric shall be attached to wooden posts with commercial quality nails or staples, or as recommended by the manufacturer or supplier.
- B. Tie wire or locking plastic fasteners shall be used for attaching the high visibility fabric to steel posts. Maximum spacing of tie wire or fasteners shall be 600 mm along the length of the steel post.

Signs

The sign legend and dimensions shall be as shown on the plans. The sign shall be weatherproof and fade-proof and may include plastic laminated printed paper affixed to an inflexible weatherproof backer board. The sign panel shall be affixed to the high visibility fabric with tie wire or locking plastic fasteners. The top of the sign panel shall be flush with the top of the high visibility fabric. Sign panels shall be placed at 30 m apart along the length of the temporary fence (Type ESA), and at each end of the fence.

INSTALLATION

Temporary fence (Type ESA) shall be installed as follows:

- A. All fence construction activities shall be conducted from outside the ESA as shown on the plans or as staked.
- B. Posts shall be embedded in the soil a minimum of 380 mm. Post spacing shall be 2.5 m maximum from center to center and shall at all times support the fence in a vertical position.

- C. Temporary fence (Type ESA) shall be constructed prior to clearing and grubbing work, shall enclose the foliage canopy (drip line) of protected plants, and shall not encroach upon visible roots of the plants.
- D. Temporary fence (Type ESA) shall be located so that it is visible, as determined by the Engineer.

When Type ESA temporary fence is no longer required, as determined by the Engineer, the temporary fence shall become the property of the Contractor and shall be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications, except when reused as provided in this section.

Holes caused by the removal of temporary fence (Type ESA) shall be backfilled in conformance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

Temporary fence (Type ESA) may be removed to facilitate removal of picnic area building. When removal is complete temporary fence (Type ESA) shall be reset, as directed by the Engineer.

MAINTENANCE

Temporary fence (Type ESA) that is damaged during the progress of the work shall be repaired or replaced by the Contractor the same day the damage occurs.

MEASUREMENT AND PAYMENT

Temporary fence (Type ESA) shall be measured and paid for in the same manner specified for permanent fence as provided in Section 80, "Fences," of the Standard Specifications.

Full compensation for maintaining, removing, and disposing of temporary fence (Type ESA) shall be considered as included in the contract price paid per meter for temporary fence (Type ESA) and no additional compensation will be allowed therefor.

10-1.08 TEMPORARY CONSTRUCTION ENTRANCE

Temporary construction entrances shall be constructed, maintained, and later removed at the locations as directed by the Engineer in conformance with "Water Pollution Control" of these special provisions, and in conformance with details shown on the plans and these special provisions.

Temporary construction entrances shall be one of the water pollution control practices for tracking control. The Storm Water Pollution Prevention Plan shall include the use of temporary construction entrances.

Temporary construction entrances shall be Type 2.

MATERIALS

Temporary Entrance Fabric

Temporary entrance fabric shall be manufactured from polyester, nylon, or polypropylene material, or any combination thereof. Temporary entrance fabric shall be a nonwoven, needle-punched fabric, free of needles which may have broken off during the manufacturing process. Temporary entrance fabric shall be permeable and shall not act as a wicking agent.

Temporary entrance fabric shall be manufactured from virgin, recycled, or a combination of virgin and recycled polymer materials. No virgin or recycled materials shall contain biodegradable filler materials that can degrade the physical or chemical characteristics of the finished fabric. The Engineer may order tests to confirm the absence of biodegradable filler materials in conformance to the requirements in ASTM Designation: E 204 (Fourier Transformed Infrared Spectroscopy-FTIR).

Temporary entrance fabric shall conform to the following requirements:

Specification	Requirements
Mass per unit area, grams per square meter, min. ASTM Designation: D 5261	235
Grab tensile strength (25-mm grip), kilonewtons, min. ASTM Designation: D4632*	0.89
Elongation at break, percent min. ASTM Designation: D4632*	50
Toughness, kilonewtons, min. (percent elongation x grab tensile strength)	53

* or appropriate test method for specific polymer

Rocks

Rocks shall conform to the material quality requirements in Section 72-2.02, "Materials," of the Standard Specifications for shape and for apparent specific gravity, absorption, and durability index. Rocks used for the temporary entrance shall conform to the following sizes:

Square Screen Size (mm)	Percentage Passing	Percentage Retained
150	100	0
75	0	100

Corrugated Steel Panels

Corrugated steel panels shall be prefabricated and shall be pressed or shop welded, with a slot or hooked section to facilitate coupling at the ends of the panels.

INSTALLATION

Temporary construction entrances shall be installed as follows:

- A. Prior to placing the temporary entrance fabric, the areas shall be cleared of all trash and debris. Vegetation shall be removed to the ground level. Trash, debris, and removed vegetation shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.
- B. A sump shall be constructed within 6 m of each temporary construction entrance as shown on the plans.
- C. Before placing the temporary entrance fabric, the ground shall be graded to a uniform plane. The relative compaction of the top 0.5-m shall be not less than 90 percent. The ground surface shall be free of sharp objects that may damage the temporary entrance fabric, and shall be graded to drain to the sump as shown on the plans.
- D. Temporary entrance fabric shall be positioned longitudinally along the alignment of the entrance, as directed by the Engineer.
- E. The adjacent ends of the fabric shall be overlapped a minimum length of 300 mm.
- F. Rocks to be placed directly over the fabric shall be spread in the direction of traffic, longitudinally and along the alignment of the temporary construction entrance.
- G. During spreading of the rocks, vehicles or equipment shall not be driven directly on the fabric. A layer of rocks a minimum 150 mm thick shall be placed between the fabric and the spreading equipment to prevent damage to the fabric.
- H. For Type 2 temporary construction entrances, a minimum of 6 coupled panel sections shall be installed for each temporary construction entrance. Prior to installing the panels, the ground surface shall be cleared of all debris to ensure uniform contact with the ground surface.

Fabric damaged during rock placement shall be repaired by placing a new piece of fabric over the damaged area. The piece of fabric shall be large enough to cover the damaged area and provide a minimum 450-mm overlap on all edges.

Details for a proposed alternative temporary construction entrance or alternative sump shall be submitted to the Engineer for approval at least 7 days prior to installation. The Contractor may eliminate the sump if approved in writing by the Engineer.

If buildup of soil and sediment deter the function of the temporary construction entrance, the Contractor shall immediately remove and dispose of the soil and sediment, and install additional corrugated steel panels and spread additional rocks to increase the capacity of the temporary construction entrance at the Contractor's expense.

When no longer required as determined by the Engineer, temporary construction entrances shall be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Ground disturbance, including holes and depressions, caused by the installation and removal of the temporary construction entrance, including the sumps, shall be backfilled and repaired in conformance with the provisions in Section 15-1.02, "Preservation of Property," of the Standard Specifications.

While the temporary construction entrance is in use, pavement shall be cleaned and sediment removed at least once a day, and as often as necessary when directed by the Engineer. Soil and sediment or other extraneous material tracked onto existing pavement shall not be allowed to enter drainage facilities.

MAINTENANCE

The Contractor shall maintain temporary construction entrances throughout the contract or until removed. The Contractor shall prevent displacement or migration of the rock surfacing or corrugated steel panels. Significant depressions resulting from settlement or heavy equipment shall be repaired by the Contractor, as directed by the Engineer.

Temporary construction entrances shall be maintained to minimize tracking of soil and sediment onto existing public roads.

Temporary construction entrances shall be repaired or replaced on the same day the damage occurs. Damage to the temporary construction entrance resulting from the Contractor's vehicles, equipment, or operations shall be repaired at the Contractor's expense.

MEASUREMENT AND PAYMENT

Quantities of temporary construction entrances will be determined from actual count in place.

The contract unit price paid for temporary construction entrance shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in constructing temporary construction entrance, complete in place, including excavation and backfill, maintenance, and removal, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.09 MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)

Move-in/move-out (temporary erosion control) shall include moving onto the project when an area is ready to receive temporary erosion control as determined by the Engineer, setting up required personnel and equipment for the application of erosion control materials, and moving out all personnel and equipment when temporary erosion control in that area is completed.

When areas are ready to receive applications of temporary erosion control, as determined by the Engineer, the Contractor shall begin erosion control work in that area within 5 working days of being notified by the Engineer.

Attention is directed to the requirements of temporary hydraulic mulch (Type BFM) and temporary fiber rolls (Type 1) specified elsewhere in these special provisions.

Quantities of move-in/move-out (temporary erosion control) will be determined as units from actual count. A move-in followed by a move-out will be considered one unit.

The contract unit price paid for move-in/move-out (temporary erosion control) shall include full compensation for furnishing all labor, materials (excluding temporary erosion control materials), tools, equipment, and incidentals and for doing all the work involved in moving in and removing from the project all personnel and equipment necessary for application of temporary erosion control, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.10 PROGRESS SCHEDULE (CRITICAL PATH METHOD)

The Contractor shall submit to the Engineer practicable critical path method (CPM) progress schedules in conformance with these special provisions. Whenever the term "schedule" is used in this section it shall mean CPM progress schedule.

Attention is directed to "Payments" of Section 5 of these special provisions.

The provisions in Section 8-1.04, "Progress Schedule," of the Standard Specifications shall not apply.

DEFINITIONS

The following definitions shall apply to this section:

- A. **ACTIVITY.**—A task, event or other project element on a schedule that contributes to completing the project. Activities have a description, start date, finish date, duration and one or more logic ties.
- B. **BASELINE SCHEDULE.**—The initial schedule representing the Contractor's work plan on the first working day of the project.
- C. **CONTRACT COMPLETION DATE.**—The current extended date for completion of the contract shown on the weekly statement of working days furnished by the Engineer in conformance with the provisions in Section 8-1.06, "Time of Completion," of the Standard Specifications.
- D. **CRITICAL PATH.**—The longest continuous chain of activities for the project that has the least amount of total float of all chains. In general, a delay on the critical path will extend the scheduled completion date.
- E. **CRITICAL PATH METHOD (CPM).**—A network based planning technique using activity durations and the relationships between activities to mathematically calculate a schedule for the entire project.
- F. **DATA DATE.**—The day after the date through which a schedule is current. Everything occurring earlier than the data date is "as-built" and everything on or after the data date is "planned."

- G. EARLY COMPLETION TIME.—The difference in time between an early scheduled completion date and the contract completion date.
- H. FLOAT.—The difference between the earliest and latest allowable start or finish times for an activity.
- I. MILESTONE.—An event activity that has zero duration and is typically used to represent the beginning or end of a certain stage of the project.
- J. NARRATIVE REPORT.—A document submitted with each schedule that discusses topics related to project progress and scheduling.
- K. NEAR CRITICAL PATH.—A chain of activities with total float exceeding that of the critical path but having no more than 10 working days of total float.
- L. SCHEDULED COMPLETION DATE.—The planned project finish date shown on the current accepted schedule.
- M. STATE OWNED FLOAT ACTIVITY.—The activity documenting time saved on the critical path by actions of the State. It is the last activity prior to the scheduled completion date.
- N. TIME IMPACT ANALYSIS.—A schedule and narrative report developed specifically to demonstrate what effect a proposed change or delay has on the current scheduled completion date.
- O. TOTAL FLOAT.—The amount of time that an activity or chain of activities can be delayed before extending the scheduled completion date.
- P. UPDATE SCHEDULE.—A current schedule developed from the baseline or subsequent schedule through regular monthly review to incorporate as-built progress and any planned changes.

GENERAL REQUIREMENTS

The Contractor shall submit to the Engineer baseline, monthly update and final update schedules, each consistent in all respects with the time and order of work requirements of the contract. The project work shall be executed in the sequence indicated on the current accepted schedule.

Schedules shall show the order in which the Contractor proposes to carry out the work with logical links between time-scaled work activities, and calculations made using the critical path method to determine the controlling operation or operations. The Contractor is responsible for assuring that all activity sequences are logical and that each schedule shows a coordinated plan for complete performance of the work.

The Contractor shall produce schedules using computer software and shall furnish compatible software for the Engineer's exclusive possession and use. The Contractor shall furnish network diagrams, narrative reports, tabular reports and schedule data as parts of each schedule submittal.

Schedules shall include, but not be limited to, activities that show the following that are applicable to the project:

- A. Project characteristics, salient features, or interfaces, including those with outside entities, that could affect time of completion.
- B. Project start date, scheduled completion date and other milestones.
- C. Work performed by the Contractor, subcontractors and suppliers.
- D. Submittal development, delivery, review and approval, including those from the Contractor, subcontractors and suppliers.
- E. Procurement, delivery, installation and testing of materials, plants and equipment.
- F. Testing and settlement periods.
- G. Utility notification and relocation.
- H. Erection and removal of falsework and shoring.
- I. Major traffic stage switches.
- J. Finishing roadway and final cleanup.
- K. State-owned float as the predecessor activity to the scheduled completion date.

Schedules shall have not less than 50 and not more than 500 activities, unless otherwise authorized by the Engineer. The number of activities shall be sufficient to assure adequate planning of the project, to permit monitoring and evaluation of progress, and to do an analysis of time impacts.

Schedule activities shall include the following:

- A. A clear and legible description.
- B. Start and finish dates.
- C. A duration of not less than one working day, except for event activities, and not more than 20 working days, unless otherwise authorized by the Engineer.
- D. At least one predecessor and one successor activity, except for project start and finish milestones.
- E. Required constraints.
- F. Codes for responsibility, stage, work shifts, location and contract pay item numbers.

The Contractor may show early completion time on any schedule provided that the requirements of the contract are met. Early completion time shall be considered a resource for the exclusive use of the Contractor. The Contractor may increase early completion time by improving production, reallocating resources to be more efficient, performing sequential activities concurrently or by completing activities earlier than planned. The Contractor may also submit for approval a cost reduction incentive proposal in conformance with the provisions in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications that will reduce time of construction.

The Contractor may show a scheduled completion date that is later than the contract completion date on an update schedule, after the baseline schedule is accepted. The Contractor shall provide an explanation for a late scheduled completion date in the narrative report that is included with the schedule.

State-owned float shall be considered a resource for the exclusive use of the State. The Engineer may accrue State-owned float by the early completion of review of any type of required submittal when it saves time on the critical path. The Contractor shall prepare a time impact analysis, when requested by the Engineer, to determine the effect of the action in conformance with the provisions in "Time Impact Analysis" specified herein. The Engineer will document State-owned float by directing the Contractor to update the State-owned float activity on the next update schedule. The Contractor shall include a log of the action on the State-owned float activity and include a discussion of the action in the narrative report. The Engineer may use State-owned float to mitigate past, present or future State delays by offsetting potential time extensions for contract change orders.

The Engineer may adjust contract working days for ordered changes that affect the scheduled completion date, in conformance with the provisions in Section 4-1.03, "Changes," of the Standard Specifications. The Contractor shall prepare a time impact analysis to determine the effect of the change in conformance with the provisions in "Time Impact Analysis" specified herein, and shall include the impacts acceptable to the Engineer in the next update schedule. Changes that do not affect the controlling operation on the critical path will not be considered as the basis for a time adjustment. Changes that do affect the controlling operation on the critical path will be considered by the Engineer in decreasing time or granting an extension of time for completion of the contract. Time extensions will only be granted if the total float is absorbed and the scheduled completion date is delayed one or more working days because of the ordered change.

The Engineer's review and acceptance of schedules shall not waive any contract requirements and shall not relieve the Contractor of any obligation thereunder or responsibility for submitting complete and accurate information. Schedules that are rejected shall be corrected by the Contractor and resubmitted to the Engineer within 5 working days of notification by the Engineer, at which time a new review period of one week will begin.

Errors or omissions on schedules shall not relieve the Contractor from finishing all work within the time limit specified for completion of the contract. If, after a schedule has been accepted by the Engineer, either the Contractor or the Engineer discover that any aspect of the schedule has an error or omission, it shall be corrected by the Contractor on the next update schedule.

COMPUTER SOFTWARE

The Contractor shall submit to the Engineer for approval a description of proposed software before delivery. The software shall be the current version of Primavera SureTrak Project Manager for Windows, or equal, and shall be compatible with Windows NT (version 4.0) operating system. If software other than SureTrak is proposed, it shall be capable of generating files that can be imported into SureTrak.

The Contractor shall furnish schedule software and all original software instruction manuals to the Engineer with submittal of the baseline schedule. The furnished schedule software shall become the property of the State and will not be returned to the Contractor. The State will compensate the Contractor in conformance with the provisions in Section 4-1.03, "Extra Work," of the Standard Specifications for replacement of software which is damaged, lost or stolen after delivery to the Engineer.

The Contractor shall instruct the Engineer in the use of the software and provide software support until the contract is accepted. Within 20 working days of contract approval, the Contractor shall provide a commercial 8-hour training session for 2 Department employees in the use of the software at a location acceptable to the Engineer. It is recommended that the Contractor also send at least 2 employees to the same training session to facilitate development of similar knowledge and skills in the use of the software. If software other than SureTrak is furnished, then the training session shall be a total of 16-hours for each Department employee.

NETWORK DIAGRAMS, REPORTS AND DATA

The Contractor shall include the following for each schedule submittal:

- A. Two sets of originally plotted, time-scaled network diagrams.
- B. Two copies of a narrative report.
- C. Two copies of each of 3 sorts of the CPM software-generated tabular reports.
- D. One 1.44-megabyte 90 mm (3.5 inch) floppy diskette containing the schedule data.

The time-scaled network diagrams shall conform to the following:

- A. Show a continuous flow of information from left to right.
- B. Be based on early start and early finish dates of activities.
- C. Clearly show the primary paths of criticality using graphical presentation.
- D. Be prepared on E-size sheets, 860 mm x 1120 mm (34 inch x 44 inch).
- E. Include a title block and a timeline on each page.

The narrative report shall be organized in the following sequence with all applicable documents included:

- A. Contractor's transmittal letter.
- B. Work completed during the period.
- C. Identification of unusual conditions or restrictions regarding labor, equipment or material; including multiple shifts, 6-day work weeks, specified overtime or work at times other than regular days or hours.
- D. Description of the current critical path.
- E. Changes to the critical path and scheduled completion date since the last schedule submittal.
- F. Description of problem areas.
- G. Current and anticipated delays:
 - 1. Cause of delay.
 - 2. Impact of delay on other activities, milestones and completion dates.
 - 3. Corrective action and schedule adjustments to correct the delay.
- H. Pending items and status thereof:
 - 1. Permits
 - 2. Change orders
 - 3. Time adjustments
 - 4. Non-compliance notices
- I. Reasons for an early or late scheduled completion date in comparison to the contract completion date.

Tabular reports shall be software-generated and provide information for each activity included in the project schedule. Three different reports shall be sorted by (1) activity number, (2) early start and (3) total float. Tabular reports shall be 215 mm x 280 mm (8 1/2 inch x 11 inch) in size and shall include, as a minimum, the following applicable information:

- A. Data date
- B. Activity number and description
- C. Predecessor and successor activity numbers and descriptions
- D. Activity codes
- E. Scheduled, or actual and remaining durations (work days) for each activity
- F. Earliest start (calendar) date
- G. Earliest finish (calendar) date
- H. Actual start (calendar) date
- I. Actual finish (calendar) date
- J. Latest start (calendar) date
- K. Latest finish (calendar) date
- L. Free float (work days)
- M. Total float (work days)
- N. Percentage of activity complete and remaining duration for incomplete activities.

- O. Lags
- P. Required constraints

Schedule submittals will only be considered complete when all documents and data have been provided as described above.

PRE-CONSTRUCTION SCHEDULING CONFERENCE

The Contractor shall schedule and the Engineer will conduct a pre-construction scheduling conference with the Contractor's project manager and construction scheduler within 10 working days of the approval of the contract. At this meeting the Engineer will review the requirements of this section of the special provisions with the Contractor.

The Contractor shall submit a general time-scaled logic diagram displaying the major activities and sequence of planned operations and shall be prepared to discuss the proposed work plan and schedule methodology that comply with the requirements of these special provisions. If the Contractor proposes deviations to the construction staging of the project, then the general time-scaled logic diagram shall also display the deviations and resulting time impacts. The Contractor shall be prepared to discuss the proposal.

At this meeting, the Contractor shall additionally submit the alphanumeric coding structure and the activity identification system for labeling the work activities. To easily identify relationships, each activity description shall indicate its associated scope or location of work by including such terms as quantity of material, type of work, bridge number, station to station location, side of highway (such as left, right, northbound, southbound), lane number, shoulder, ramp name, ramp line descriptor or mainline.

The Engineer will review the logic diagram, coding structure, and activity identification system, and provide any required baseline schedule changes to the Contractor for implementation.

BASELINE SCHEDULE

Beginning the week following the pre-construction scheduling conference, the Contractor shall meet with the Engineer weekly until the baseline schedule is accepted by the Engineer to discuss schedule development and resolve schedule issues.

The Contractor shall submit to the Engineer a baseline schedule within 20 working days of approval of the contract. The Contractor shall allow 3 weeks for the Engineer's review after the baseline schedule and all support data are submitted. In addition, the baseline schedule submittal will not be considered complete until the computer software is delivered and installed for use in review of the schedule.

The baseline schedule shall include the entire scope of work and how the Contractor plans to complete all work contemplated. The baseline schedule shall show the activities that define the critical path. Multiple critical paths and near-critical paths shall be kept to a minimum. A total of not more than 50 percent of the baseline schedule activities shall be critical or near critical, unless otherwise authorized by the Engineer.

The baseline schedule shall not extend beyond the number of working days specified in these special provisions. The baseline schedule shall have a data date of the first working day of the contract and not include any completed work to date. The baseline schedule shall not attribute negative float or negative lag to any activity.

If the Contractor submits an early completion baseline schedule that shows contract completion in less than 85 percent of the working days specified in these special provisions, the baseline schedule shall be supplemented with resource allocations for every task activity and include time-scaled resource histograms. The resource allocations shall be shown to a level of detail that facilitates report generation based on labor crafts and equipment classes for the Contractor and subcontractors. The Contractor shall use average composite crews to display the labor loading of on-site construction activities. The Contractor shall optimize and level labor to reflect a reasonable plan for accomplishing the work of the contract and to assure that resources are not duplicated in concurrent activities. The time-scaled resource histograms shall show labor crafts and equipment classes to be utilized on the contract. The Engineer may review the baseline schedule activity resource allocations using Means Productivity Standards or equivalent to determine if the schedule is practicable.

UPDATE SCHEDULE

The Contractor shall submit an update schedule and meet with the Engineer to review contract progress, on or before the first day of each month, beginning one month after the baseline schedule is accepted. The Contractor shall allow 2 weeks for the Engineer's review after the update schedule and all support data are submitted, except that the review period shall not start until the previous month's required schedule is accepted. Update schedules that are not accepted or rejected within the review period will be considered accepted by the Engineer.

The update schedule shall have a data date of the twenty-first day of the month or other date established by the Engineer. The update schedule shall show the status of work actually completed to date and the work yet to be performed as planned. Actual activity start dates, percent complete and finish dates shall be shown as applicable. Durations for work that has been completed shall be shown on the update schedule as the work actually occurred, including Engineer submittal review and Contractor resubmittal times.

The Contractor may include modifications such as adding or deleting activities or changing activity constraints, durations or logic that do not (1) alter the critical path(s) or near critical path(s) or (2) extend the scheduled completion date compared to that shown on the current accepted schedule. The Contractor shall state in writing the reasons for any changes to planned work. If any proposed changes in planned work will result in (1) or (2) above, then the Contractor shall submit a time impact analysis as described herein.

TIME IMPACT ANALYSIS

The Contractor shall submit a written time impact analysis (TIA) to the Engineer with each request for adjustment of contract time, or when the Contractor or Engineer consider that an approved or anticipated change may impact the critical path or contract progress.

The TIA shall illustrate the impacts of each change or delay on the current scheduled completion date or internal milestone, as appropriate. The analysis shall use the accepted schedule that has a data date closest to and prior to the event. If the Engineer determines that the accepted schedule used does not appropriately represent the conditions prior to the event, the accepted schedule shall be updated to the day before the event being analyzed. The TIA shall include an impact schedule developed from incorporating the event into the accepted schedule by adding or deleting activities, or by changing durations or logic of existing activities. If the impact schedule shows that incorporating the event modifies the critical path and scheduled completion date of the accepted schedule, the difference between scheduled completion dates of the two schedules shall be equal to the adjustment of contract time. The Engineer may construct and utilize an appropriate project schedule or other recognized method to determine adjustments in contract time until the Contractor provides the TIA.

The Contractor shall submit a TIA in duplicate within 15 working days of receiving a written request for a TIA from the Engineer. The Contractor shall allow the Engineer 2 weeks after receipt to approve or reject the submitted TIA. All approved TIA schedule changes shall be shown on the next update schedule.

If a TIA submitted by the Contractor is rejected by the Engineer, the Contractor shall meet with the Engineer to discuss and resolve issues related to the TIA. If agreement is not reached, the Contractor will be allowed 15 days from the meeting with the Engineer to give notice in conformance with the provisions in Section 9-1.04, "Notice of Potential Claim," of the Standard Specifications. The Contractor shall only show actual as-built work, not unapproved changes related to the TIA, in subsequent update schedules. If agreement is reached at a later date, approved TIA schedule changes shall be shown on the next update schedule. The Engineer will withhold remaining payment on the schedule contract item if a TIA is requested by the Engineer and not submitted by the Contractor within 15 working days. The schedule item payment will resume on the next estimate after the requested TIA is submitted. No other contract payment will be retained regarding TIA submittals.

FINAL UPDATE SCHEDULE

The Contractor shall submit a final update, as-built schedule with actual start and finish dates for the activities, within 30 days after completion of contract work. The Contractor shall provide a written certificate with this submittal signed by the Contractor's project manager and an officer of the company stating, "To my knowledge and belief, the enclosed final update schedule reflects the actual start and finish dates of the actual activities for the project contained herein." An officer of the company may delegate in writing the authority to sign the certificate to a responsible manager.

RETENTION

The Department will retain an amount equal to 25 percent of the estimated value of the work performed during each estimate period in which the Contractor fails to submit an acceptable schedule conforming to the requirements of these special provisions as determined by the Engineer. Schedule retentions will be released for payment on the next monthly estimate for partial payment following the date that acceptable schedules are submitted to the Engineer or as otherwise specified herein. Upon completion of all contract work and submittal of the final update schedule and certification, any remaining retained funds associated with this section, "Progress Schedule (Critical Path Method)", will be released for payment. Retentions held in conformance with this section shall be in addition to other retentions provided for in the contract. No interest will be due the Contractor on retention amounts.

PAYMENT

Progress schedule (critical path method) will be paid for at a lump sum price. The contract lump sum price paid for progress schedule (critical path method) shall include full compensation for furnishing all labor, material, tools, equipment, and incidentals, including computer software, and for doing all the work involved in preparing, furnishing, and updating schedules, and instructing and assisting the Engineer in the use of computer software, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Payments for the progress schedule (critical path method) contract item will be made progressively as follows:

- A. A total of 25 percent of the item amount or a total of 25 percent of the amount listed for progress schedule (critical path method) in "Payments" of Section 5 of these special provisions, whichever is less, will be paid upon achieving all of the following:
 1. Completion of 5 percent of all contract item work.
 2. Acceptance of all schedules and TIAs required to the time when 5 percent of all contract item work is complete.
 3. Delivery of schedule software to the Engineer.
 4. Completion of required schedule software training.
- B. A total of 50 percent of the item amount or a total of 50 percent of the amount listed for progress schedule (critical path method) in "Payments" of Section 5 of these special provisions, whichever is less, will be paid upon completion of 25 percent of all contract item work and acceptance of all schedules and TIAs required to the time when 25 percent of all contract item work is complete.
- C. A total of 75 percent of the item amount or a total of 75 percent of the amount listed for progress schedule (critical path method) in "Payments" of Section 5 of these special provisions, whichever is less, will be paid upon completion of 50 percent of all contract item work and acceptance of all schedules and TIAs required to the time when 50 percent of all contract item work is complete.
- D. A total of 100 percent of the item amount or a total of 100 percent of the amount listed for progress schedule (critical path method) in "Payments" of Section 5 of these special provisions, whichever is less, will be paid upon completion of all contract item work, acceptance of all schedules and TIAs required to the time when all contract item work is complete, and submittal of the certified final update schedule.

If the Contractor fails to complete any of the work or provide any of the schedules required by this section, the Engineer shall make an adjustment in compensation in conformance with the provisions in Section 4-1.03C, "Changes in Character of Work," of the Standard Specifications for the work not performed. Adjustments in compensation for schedules will not be made for any increased or decreased work ordered by the Engineer in furnishing schedules.

10-1.11 TIME-RELATED OVERHEAD

The Contractor will be compensated for time-related overhead as described below and in conformance with "Force Account Payment" of these special provisions. The Contractor will not be compensated for time-related overhead for delays to the controlling operations caused by the Engineer that occur prior to the first working day, but will be compensated for actual overhead costs incurred, as determined by an independent Certified Public Accountant audit examination and report.

Attention is directed to "Beginning of Work, Time of Completion and Liquidated Damages," "Force Account Payment," and "Progress Schedule (Critical Path Method)" of these special provisions.

The provisions in Section 9-1.08, "Adjustment of Overhead Costs," of the Standard Specifications shall not apply.

Time-related overhead shall consist of those overhead costs, including field and home office overhead, that are in proportion to the time required to complete the work. Time-related overhead shall not include costs that are not related to time, including but not limited to, mobilization, licenses, permits, and other charges incurred only once during the contract. Time-related overhead shall not apply to subcontractors of any tier, suppliers, fabricators, manufacturers, or other parties associated with the Contractor.

Field office overhead expenses include time-related costs associated with the normal and recurring operations of the construction project, and shall not include costs directly attributable to the work of the contract. Time-related costs of field office overhead include, but are not limited to, salaries, benefits, and equipment costs of project managers, general superintendents, field office managers and other field office staff assigned to the project, and rent, utilities, maintenance, security, supplies, and equipment costs of the project field office.

Home office overhead or general and administrative expenses refer to the fixed costs of operating the Contractor's business. These costs include, but are not limited to, general administration, insurance, personnel and subcontract administration, purchasing, accounting, and project engineering and estimating. Home office overhead costs shall exclude expenses specifically related to other contracts or other businesses of the Contractor, equipment coordination, material deliveries, and consultant and legal fees.

The quantity of time-related overhead associated with a reduction in contract time for cost reduction incentive proposals accepted and executed in conformance with the provisions in Section 5-1.14, "Cost Reduction Incentive," of the Standard Specifications shall be considered a construction cost attributable to the resultant estimated net savings due to the cost reduction incentive.

If the final increased quantity of time-related overhead exceeds 149 percent of the number of working days specified in the Engineer's Estimate, the Contractor shall, within 60 days of the Engineer's written request, submit to the Engineer an audit examination and report performed by an independent Certified Public Accountant of the Contractor's actual overhead costs. The audit examination and report shall depict the Contractor's project and company-wide financial records and shall specify the actual overall average daily rates for both field and home office overhead for the entire duration of the project, and whether the costs have been properly allocated. The rates of field and home office overhead shall exclude unallowable costs as determined in the Federal Acquisition Regulations, 48 CFR, Chapter 1, Part 31.

Independent Certified Public Accountant's audit examinations shall be performed in conformance with the requirements of the American Institute of Certified Public Accountants Attestation Standards. Audit examinations and reports shall determine if the rates of field office overhead and home office overhead are:

- A. Allowable in conformance with the requirements of the Federal Acquisition Regulations, 48 CFR, Chapter 1, Part 31.
- B. Adequately supported by reliable documentation.
- C. Related solely to the project under examination.

Within 20 days of receipt of the Engineer's written request, the Contractor shall make its financial records available for audit by the State for the purpose of verifying the actual rate of time-related overhead specified in the audit submitted by the Contractor. The actual rate of time-related overhead specified in the audit, submitted by the Contractor, will be subject to approval by the Engineer.

If the Engineer requests the independent Certified Public Accountant audit, or if it is requested in writing by the Contractor, the contract item payment rate for time-related overhead, in excess of 149 percent of the number of working days specified in the Engineer's Estimate, will be adjusted to reflect the actual rate.

The cost of performing an independent Certified Public Accountant audit examination and submitting the report, requested by the Engineer, will be borne equally by the State and the Contractor. The division of the cost will be made by determining the cost of providing an audit examination and report in conformance with the provisions of Section 9-1.03B, "Work Performed by Special Forces or Other Special Services," of the Standard Specifications, and paying to the Contractor one-half of that cost. The cost of performing an audit examination and submitting the independent Certified Public Accountant audit report for overhead claims other than for the purpose of verifying the actual rate of time-related overhead shall be entirely borne by the Contractor. The cost of performing an audit examination and submitting the independent Certified Public Accountant audit report to verify actual overhead costs incurred prior to the first working day shall be entirely borne by the Contractor.

The quantity of time-related overhead to be paid will be measured by the working day, designated in the Engineer's Estimate as WDAY. The estimated number of working days is the number of working days, excluding days for plant establishment, as specified in "Beginning of Work, Time of Completion and Liquidated Damages" of these special provisions. The quantity of time-related overhead will be increased or decreased only as a result of suspensions or adjustments of contract time which revise the current contract completion date, and which satisfy any of the following criteria:

- A. Suspensions of work ordered in conformance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications, except:
 - 1. Suspensions ordered due to weather conditions being unfavorable for the suitable prosecution of the controlling operation or operations.
 - 2. Suspensions ordered due to the failure on the part of the Contractor to carry out orders given, or to perform the provisions of the contract.
 - 3. Suspensions ordered due to factors beyond the control of and not caused by the State or the Contractor, for which the Contractor is granted extensions of time in conformance with the provisions of the third paragraph of Section 8-1.07, "Liquidated Damages," of the Standard Specifications.
 - 4. Other suspensions that mutually benefit the State and the Contractor.
- B. Extensions of contract time granted by the State in conformance with the provisions in the fifth paragraph in Section 8-1.07, "Liquidated Damages," of the Standard Specifications and set forth in approved contract change orders, in conformance with the provisions in Section 4-1.03, "Changes," of the Standard Specifications.
- C. Reductions in contract time set forth in approved contract change orders, in conformance with the provisions in Section 4-1.03, "Changes," of the Standard Specifications.

In the event an early completion progress schedule, as defined in "Progress Schedule (Critical Path Method)" of these special provisions, is submitted by the Contractor and approved by the Engineer, the amount of time-related overhead eligible for payment will be based on the total number of working days for the project, in conformance with the provisions in "Beginning of Work, Time of Completion and Liquidated Damages" of these special provisions, rather than the Contractor's early completion progress schedule.

The contract price paid per working day for time-related overhead shall include full compensation for time-related overhead, including the Contractor's share of costs of the independent Certified Public Accountant audit of overhead costs requested by the Engineer, as specified in these special provisions, and as directed by the Engineer.

The provisions in Sections 4-1.03B, "Increased or Decreased Quantities," and 4-1.03C, "Changes in Character of the Work," of the Standard Specifications shall not apply to the contract item of time-related overhead.

Full compensation for additional overhead costs incurred during days of inclement weather when the contract work is extended into additional construction seasons due to delays caused by the State shall be considered as included in the time-related overhead paid during the contract working days, and no additional compensation will be allowed therefor.

Full compensation for additional overhead costs involved in performing additional contract item work that is not a controlling operation shall be considered as included in the contract items of work involved and no additional compensation will be allowed therefor.

Full compensation for overhead, other than time-related overhead measured and paid for as specified above, and other than overhead costs included in the markups specified in "Force Account Payment" of these special provisions, shall be considered as included in the various items of work and no additional compensation will be allowed therefor.

Overhead costs incurred by subcontractors of any tier, suppliers, fabricators, manufacturers, and other parties associated with the Contractor shall be considered as included in the various items of work and as specified in Section 9-1.03, "Force Account Payment," of the Standard Specifications.

For the purpose of making partial payments pursuant to the provisions in Section 9-1.06, "Partial Payments," of the Standard Specifications, the number of working days to be paid for time-related overhead in each monthly partial payment will be the number of working days, specified above to be measured for payment that occurred during that monthly estimate period, including compensable suspensions and right of way delays. Working days granted by contract change order due to extra work or changes in character of the work, will be paid for upon completion of the contract. The amount earned per working day for time-related overhead shall be the lesser of the following amounts:

- A. The contract item price.
- B. Twenty percent of the original total contract amount divided by the number of working days specified in "Beginning of Work, Time of Completion and Liquidated Damages," of these special provisions.

After acceptance of the contract in conformance with the provisions in Section 7-1.17, "Acceptance of Contract," of the Standard Specifications, the amount of the total contract item price for time-related overhead not yet paid, will be included for payment in the first estimate made after acceptance of the contract in conformance with the provisions in Section 9-1.07, "Payment After Acceptance," of the Standard Specifications.

10-1.12 OBSTRUCTIONS

Attention is directed to Section 8-1.10, "Utility and Non-Highway Facilities," and Section 15, "Existing Highway Facilities," of the Standard Specifications and these special provisions.

The Contractor shall notify the Engineer and the appropriate regional notification center for operators of subsurface installations at least 2 working days, but not more than 14 calendar days, prior to performing any excavation or other work close to any underground pipeline, conduit, duct, wire or other structure. Regional notification centers include, but are not limited to, the following:

Notification Center	Telephone Number
Underground Service Alert-Northern California (USA)	1-800-642-2444
	1-800-227-2600
Underground Service Alert-Southern California (USA)	1-800-422-4133
	1-800-227-2600

10-1.13 DUST CONTROL

Dust control shall conform to the provisions in Section 10, "Dust Control," of the Standard Specifications and these special provisions.

Attention is directed to "Water Conservation" of these special provisions regarding the use of a dust palliative to control dust.

10-1.14 MOBILIZATION

Mobilization shall conform to the provisions in Section 11, "Mobilization," of the Standard Specifications.

10-1.15 CONSTRUCTION AREA TRAFFIC CONTROL DEVICES

Flagging, signs, and temporary traffic control devices furnished, installed, maintained, and removed when no longer required shall conform to the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Category 1 temporary traffic control devices are defined as small and lightweight (less than 45 kg) devices. These devices shall be certified as crashworthy by crash testing, crash testing of similar devices, or years of demonstrable safe performance. Category 1 temporary traffic control devices include traffic cones, plastic drums, portable delineators, and channelizers.

If requested by the Engineer, the Contractor shall provide written self-certification for crashworthiness of Category 1 temporary traffic control devices at least 5 days before beginning any work using the devices or within 2 days after the request if the devices are already in use. Self-certification shall be provided by the manufacturer or Contractor and shall include the following:

- A. Date,
- B. Federal Aid number (if applicable),
- C. Contract number, district, county, route and kilometer post of project limits,
- D. Company name of certifying vendor, street address, city, state and zip code,
- E. Printed name, signature and title of certifying person; and
- F. Category 1 temporary traffic control devices that will be used on the project.

The Contractor may obtain a standard form for self-certification from the Engineer.

Category 2 temporary traffic control devices are defined as small and lightweight (less than 45 kg) devices that are not expected to produce significant vehicular velocity change, but may cause potential harm to impacting vehicles. Category 2 temporary traffic control devices include barricades and portable sign supports.

Category 2 temporary traffic control devices shall be on the Federal Highway Administration's (FHWA) list of Acceptable Crashworthy Category 2 Hardware for Work Zones. This list is maintained by FHWA and can be located at:

http://safety.fhwa.dot.gov/roadway_dept/road_hardware/listing.cfm?code=workzone

The Department also maintains this list at:

<http://www.dot.ca.gov/hq/traffops/signtech/signdel/pdf/Category2.pdf>

Category 2 temporary traffic control devices that have not received FHWA acceptance shall not be used. Category 2 temporary traffic control devices in use that have received FHWA acceptance shall be labeled with the FHWA acceptance letter number and the name of the manufacturer. The label shall be readable and permanently affixed by the manufacturer. Category 2 temporary traffic control devices without a label shall not be used.

If requested by the Engineer, the Contractor shall provide a written list of Category 2 temporary traffic control devices to be used on the project at least 5 days before beginning any work using the devices or within 2 days after the request if the devices are already in use.

Category 3 temporary traffic control devices consist of temporary traffic-handling equipment and devices that weigh 45 kg or more and are expected to produce significant vehicular velocity change to impacting vehicles. Temporary traffic-handling equipment and devices include crash cushions, truck-mounted attenuators, temporary railing, temporary barrier, and end treatments for temporary railing and barrier.

Type III barricades may be used as sign supports if the barricades have been successfully crash tested, meeting the NCHRP Report 350 criteria, as one unit with a construction area sign attached.

Category 3 temporary traffic control devices shall be shown on the plans or on the Department's Highway Safety Features list. This list is maintained by the Division of Engineering Services and can be found at:

http://www.dot.ca.gov/hq/esc/approved_products_list/HighwaySafe.htm

Category 3 temporary traffic control devices that are not shown on the plans or not listed on the Department's Highway Safety Features list shall not be used.

Full compensation for providing self-certification for crashworthiness of Category 1 temporary traffic control devices and for providing a list of Category 2 temporary traffic control devices used on the project shall be considered as included in the prices paid for the various items of work requiring the use of the Category 1 or Category 2 temporary traffic control devices and no additional compensation will be allowed therefor.

10-1.16 CONSTRUCTION AREA SIGNS

Construction area signs for temporary traffic control shall be furnished, installed, maintained, and removed when no longer required in conformance with the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Attention is directed to "Furnish Sign" of these special provisions.

Attention is directed to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. Type II retroreflective sheeting shall not be used on construction area sign panels. Type III, IV, VII, VIII, or IX retroreflective sheeting shall be used for stationary mounted construction area sign panels.

Attention is directed to "Construction Project Information Signs" of these special provisions regarding the number and type of construction project information signs to be furnished, erected, maintained, and removed and disposed of.

Unless otherwise shown on the plans or specified in these special provisions, the color of construction area warning and guide signs shall have black legend and border on orange background, except W10-1 or W47(CA) (Highway-Rail Grade Crossing Advance Warning) sign shall have black legend and border on yellow background.

Repair to construction area sign panels will not be allowed, except when approved by the Engineer. At nighttime under vehicular headlight illumination, sign panels that exhibit irregular luminance, shadowing or dark blotches shall be immediately replaced at the Contractor's expense.

The Contractor shall notify the appropriate regional notification center for operators of subsurface installations at least 2 working days, but not more than 14 calendar days, prior to commencing excavation for construction area sign posts. The regional notification centers include, but are not limited to, the following:

Notification Center	Telephone Number
Underground Service Alert-Northern California (USA)	(800) 642-2444 (800) 227-2600
Underground Service Alert-Southern California (USA)	(800) 422-4133

Excavations required to install construction area signs shall be performed by hand methods without the use of power equipment, except that power equipment may be used if it is determined there are no utility facilities in the area of the proposed post holes. The post hole diameter, if backfilled with portland cement concrete, shall be at least 100 mm greater than the longer dimension of the post cross-section.

Construction area signs placed within 4.6 m from the edge of the travel way shall be mounted on stationary mounted sign supports as specified in "Construction Area Traffic Control Devices" of these special provisions.

The Contractor shall maintain accurate information on construction area signs. Signs that are no longer required shall be immediately covered or removed. Signs that convey inaccurate information shall be immediately replaced or the information shall be corrected. Covers shall be replaced when they no longer cover the signs properly. The Contractor shall immediately restore to the original position and location any sign that is displaced or overturned, from any cause, during the progress of work.

The term "construction area signs" shall include temporary object markers required for the direction of public traffic through or around the work during construction. Object markers listed or designated on the plans as construction area signs shall be considered to be signs and shall be furnished, erected, maintained, and removed by the Contractor in the same manner specified for construction area signs.

Object markers shall be stationary mounted on wood or metal posts in conformance with the details shown on the plans and the provisions in Section 82, "Markers and Delineators," of the Standard Specifications.

Marker panels for Type N and Type P object markers shall conform to the provisions for sign panels for stationary mounted signs.

10-1.17 MAINTAINING TRAFFIC

Attention is directed to Sections 7-1.08, "Public Convenience," 7-1.09, "Public Safety," and 12, "Construction Area Traffic Control Devices," of the Standard Specifications and to the provisions in "Public Safety" of these special provisions and these special provisions. Nothing in these special provisions shall be construed as relieving the Contractor from the responsibilities specified in Section 7-1.09.

Lane closures shall conform to the provisions in section "Traffic Control System for Lane Closure" of these special provisions.

Personal vehicles of the Contractor's employees shall not be parked on the traveled way including any section closed to public traffic.

Whenever work vehicles or equipment are parked on the shoulder within 1.8 m of a traffic lane, the shoulder area shall be closed with fluorescent orange traffic cones or portable delineators placed on a taper in advance of the parked vehicles or equipment and along the edge of the pavement at 7.5-meter intervals to a point not less than 7.5 m past the last vehicle or piece of equipment. A minimum of 9 traffic cones or portable delineators shall be used for the taper. A W20-1 (ROAD WORK AHEAD) or W21-5b (RIGHT/LEFT SHOULDER CLOSED AHEAD) or C24(CA) (SHOULDER WORK AHEAD) sign shall be mounted on a portable sign stand with flags. The sign shall be placed where designated by the Engineer. The sign shall be a minimum of 1200 mm x 1200 mm in size. The Contractor shall immediately restore to the original position and location a traffic cone or delineator that is displaced or overturned, during the progress of work.

A minimum of one paved traffic lane, not less than 3.6 m wide, shall be open for use by public traffic. When construction operations are not actively in progress, not less than 2 of these lanes shall be open to public traffic.

During blasting operations, the road shall be closed only during the hours shown on the charts included in this section "Maintaining Traffic."

Lanes shall be closed only during the hours shown on the charts included in this section "Maintaining Traffic." Except work required under Sections 7-1.08 and 7-1.09, work that interferes with public traffic shall be performed only during the hours shown for lane closures.

No full closures will be allowed on the following day: all designated legal holidays listed below.

Designated legal holidays are: January 1st, the third Monday in February, the last Monday in May, July 4th, the first Monday in September, November 11th, Thanksgiving Day, the day after Thanksgiving Day, and December 25th. When a designated legal holiday falls on a Sunday, the following Monday shall be a designated legal holiday. When November 11th falls on a Saturday, the preceding Friday shall be a designated legal holiday.

Minor deviations from the requirements of this section concerning hours of work which do not significantly change the cost of the work may be permitted upon the written request of the Contractor if, in the opinion of the Engineer, public traffic will be better served and the work expedited. These deviations shall not be adopted by the Contractor until the Engineer has approved the deviations in writing. Other modifications will be made by contract change order.

Chart No. 1																								
Two-Lane Conventional Highway Lane Requirements																								
Location:WB and EB Route 74 from KP 21.4/26.7																								
FROM HOUR TO HOUR	a.m.												p.m.											
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
Mondays through Thursdays	F	F	F	F	F	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Fridays	F	F	F	F	F	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Saturdays	F	F	F	F	F	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Sundays	F	F	F	F	F	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Day before designated legal holiday	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Designated legal holidays	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Legend: <div style="display: flex; flex-direction: column; gap: 5px;"> <div style="display: flex; align-items: center;"> <div style="border: 1px solid black; width: 20px; height: 20px; margin-right: 5px;"></div> R A minimum of one paved traffic lane, not less than 3.3 m wide, shall be open for use by public traffic. (Reversing Control – Flagging). </div> <div style="display: flex; align-items: center;"> <div style="border: 1px solid black; width: 20px; height: 20px; margin-right: 5px;"></div> F Full closure allowed from 8:30 PM to 4:30 AM. </div> <div style="display: flex; align-items: center;"> <div style="border: 1px solid black; width: 20px; height: 20px; margin-right: 5px;"></div> No work that interferes with public traffic will be allowed </div> </div>																								
REMARKS: 1. Emergency access shall be required during full closures as directed by the Engineer. 2. The closure starts with the first cone down and ends with the last cone picked up. 3. No closure signs shall be exposed to public traffic more than 30 minutes before or after a closure, except as otherwise indicated in these special provisions. 4. Only one reversing control closure will be allowed at any one time.																								

10-1.18 CLOSURE REQUIREMENTS AND CONDITIONS

Lane closures shall conform to the provisions in "Maintaining Traffic" of these special provisions and these special provisions.

The term closure, as used herein, is defined as the closure of a traffic lane or lanes, including ramp or connector lanes, within a single traffic control system.

CLOSURE SCHEDULE

By noon Monday, the Contractor shall submit a written schedule of planned closures for the following week period, defined as Friday noon through the following Friday noon. Closures involving work (temporary barrier placement and paving operations) that will reduce horizontal clearances, traveled way inclusive of shoulders, to 2 lanes or less shall be submitted not less than 18 working days and no more than 90 working days before the anticipated start of operation. Closures involving work (pavement overlay, overhead sign installation, falsework and girder erection) that will reduce the vertical clearances available to the public, shall be submitted not less than 18 working days and no more than 90 working days before the anticipated start of operation.

The Closure Schedule shall show the locations and times when the proposed closures are to be in effect. The Contractor shall use the Closure Schedule request forms furnished by the Engineer. Closure Schedules submitted to the Engineer with incomplete, unintelligible or inaccurate information will be returned for correction and resubmittal. The Contractor will be notified of disapproved closures or closures that require coordination with other parties as a condition of approval.

Amendments to the Closure Schedule, including adding additional closures, shall be submitted to the Engineer, in writing, at least 3 working days in advance of a planned closure. Approval of amendments to the Closure Schedule will be at the discretion of the Engineer.

The Contractor shall confirm, in writing, scheduled closures by no later than 8:00 a.m. 3 working days prior to the date on which the closure is to be made. Approval or denial of scheduled closures will be made no later than 4:00 p.m. 2 working days prior to the date on which the closure is to be made. Closures not confirmed or approved will not be allowed.

Confirmed closures that are cancelled due to unsuitable weather may be rescheduled at the discretion of the Engineer for the following working day.

CONTINGENCY PLAN

The Contractor shall prepare a contingency plan for reopening closures to public traffic. The Contractor shall submit the contingency plan for a given operation to the Engineer within one working day of the Engineer's request.

LATE REOPENING OF CLOSURES

If a closure is not reopened to public traffic by the specified time, work shall be suspended in conformance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications. The Contractor shall not make further closures until the Engineer has accepted a work plan, submitted by the Contractor, that will insure that future closures will be reopened to public traffic at the specified time. The Engineer will have 2 working days to accept or reject the Contractor's proposed work plan. The Contractor will not be entitled to compensation for the suspension of work resulting from the late reopening of closures.

For each 10-minute interval, or fraction thereof past the time specified to reopen the closure, the Department will deduct \$1,000 per interval from moneys due or that may become due the Contractor under the contract.

COMPENSATION

The Contractor shall notify the Engineer of delay in the Contractor's operations due to the following conditions, and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of those conditions, and the Contractor's loss due to that delay could not have been avoided by rescheduling the affected closure or by judicious handling of forces, equipment and plant, the delay will be considered a right of way delay within the meaning of Section 8-1.09, "Right of Way Delays," and compensation for the delay will be determined in conformance with the provisions in Section 8-1.09:

- A. The Contractor's proposed Closure Schedule is denied and his planned closures are within the time frame allowed for closures in "Maintaining Traffic" of these special provisions, except that the Contractor will not be entitled to compensation for amendments to the Closure Schedule that are not approved.
- B. The Contractor is denied a confirmed closure.

Should the Engineer direct the Contractor to remove a closure prior to the time designated in the approved Closure Schedule, delay to the Contractor's schedule due to removal of the closure will be considered a right of way delay within the meaning of Section 8-1.09, "Right of Way Delays," and compensation for the delay will be determined in conformance with the provisions in Section 8-1.09.

10-1.19 TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE

A traffic control system shall consist of closing traffic lanes in conformance with the details shown on the plans, the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications, the provisions under "Maintaining Traffic" and "Construction Area Signs" of these special provisions, and these special provisions.

The provisions in this section will not relieve the Contractor from the responsibility to provide additional devices or take measures as may be necessary to comply with the provisions in Section 7-1.09, "Public Safety," of the Standard Specifications.

If components in the traffic control system are displaced or cease to operate or function as specified, from any cause, during the progress of the work, the Contractor shall immediately repair the components to the original condition or replace the components and shall restore the components to the original location.

When lane closures are made for work periods only, at the end of each work period, components of the traffic control system, except portable delineators placed along open trenches or excavation adjacent to the traveled way, shall be removed from the traveled way and shoulder. If the Contractor so elects, the components may be stored at selected central locations designated by the Engineer within the limits of the highway right of way.

One-way traffic shall be controlled through the project in conformance with the plan entitled "Traffic Control System for Lane Closure on Two Lane Conventional Highways", the details shown on the traffic handling plans, and these special provisions.

Utilizing a pilot car will be at the option of the Contractor. If the Contractor elects to use a pilot car, the cones shown along the centerline on the plan need not be placed. The pilot car shall have radio contact with personnel in the work area. The maximum speed of the pilot car through the traffic control zone shall be 40 kilometers per hour (25 mph).

The contract lump sum price paid for traffic control system shall include full compensation for furnishing all labor (except for flagging costs), materials (including signs), tools, equipment, and incidentals, and for doing all the work involved in placing, removing, storing, maintaining, moving to new locations, replacing, and disposing of the components of the traffic control system and for furnishing and operating the pilot car, (including driver, radios, other equipment, and labor required), as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer. Flagging costs will be paid for as provided in Section 12-2.02, "Flagging Costs," of the Standard Specifications.

The adjustment provisions in Section 4-1.03, "Changes," of the Standard Specifications shall not apply to the item of traffic control system. Adjustments in compensation for traffic control system will be made only for increased or decreased traffic control system required by changes ordered by the Engineer and will be made on the basis of the cost of the increased or decreased traffic control necessary. The adjustment will be made on a force account basis as provided in Section 9-1.03, "Force Account Payment," of the Standard Specifications for increased work and estimated on the same basis in the case of decreased work.

Traffic control system required by work which is classed as extra work, as provided in Section 4-1.03D of the Standard Specifications, will be paid for as a part of the extra work.

10-1.20 TEMPORARY PAVEMENT DELINEATION

Temporary pavement delineation shall be furnished, placed, maintained, and removed in conformance with the provisions in Section 12-3.01, "General," of the Standard Specifications and these special provisions. Nothing in these special provisions shall be construed as reducing the minimum standards specified in the MUTCD, the MUTCD California Supplement, or as relieving the Contractor from the responsibilities specified in Section 7-1.09, "Public Safety," of the Standard Specifications.

GENERAL

Whenever the work causes obliteration of pavement delineation, temporary or permanent pavement delineation shall be in place prior to opening the traveled way to public traffic. Centerline pavement delineation shall be provided at all times for traveled ways open to public traffic.

The Contractor shall perform the work necessary to establish the alignment of temporary pavement delineation, including required lines or marks. Surfaces to receive temporary pavement delineation shall be dry and free of dirt and loose material. Temporary pavement delineation shall not be applied over existing pavement delineation or other temporary pavement delineation. Temporary pavement delineation shall be maintained until superseded or replaced with a new pattern of temporary pavement delineation or permanent pavement delineation.

Temporary pavement markers, including underlying adhesive, and removable traffic tape which are applied to the final layer of surfacing or existing pavement to remain in place or which conflicts with a subsequent or new traffic pattern for the area shall be removed when no longer required for the direction of public traffic, as determined by the Engineer.

TEMPORARY CENTERLINE DELINEATION

Whenever centerlines are obliterated and temporary pavement delineation to replace the lines is not shown on the plans, the minimum centerline delineation to be provided for that area shall be temporary pavement markers placed at longitudinal intervals of not more than 7.3 m. The temporary pavement markers shall be the same color as the centerline the pavement markers replace. Temporary pavement markers shall be, at the option of the Contractor, one of the temporary pavement markers listed for short term day/night use (14 days or less) or long term day/night use (6 months or less) in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. The temporary pavement markers shall be placed in conformance with the manufacturer's instructions. Temporary pavement markers for long term day/night use (6 months or less) shall be cemented to the surfacing with the adhesive recommended by the manufacturer, except epoxy adhesive shall not be used to place the temporary pavement markers in areas where removal of the temporary pavement markers will be required.

Temporary centerline delineation consisting entirely of temporary pavement markers listed for short term day/night use (14 days or less), shall be placed on longitudinal intervals of not more than 7.3 m and shall be used for a maximum of 14 days on lanes opened to public traffic. Prior to the end of the 14 days the permanent pavement delineation shall be placed. If the permanent pavement delineation is not placed within the 14 days, the Contractor shall replace the temporary pavement markers and provide additional temporary pavement delineation and shall bear the cost thereof. The additional temporary pavement delineation to be provided shall be equivalent to the pattern specified for the permanent pavement delineation for the area, as determined by the Engineer.

Where "no passing" centerline pavement delineation is obliterated, the following "no passing" zone signing shall be installed prior to opening the lanes to public traffic. W20-1 (ROAD WORK AHEAD) signs shall be installed from 300 m to 600 m in advance of "no passing" zones. R4-1 (DO NOT PASS) signs shall be installed at the beginning and at every 600-m interval within "no passing" zones. For continuous zones longer than 3 km, W7-3a or W71(CA) (NEXT _____ MILES) signs shall be installed beneath the W20-1 signs installed in advance of "no passing" zones. R4-2 (PASS WITH CARE) signs shall be installed at the end of "no passing" zones. The exact location of "no passing" zone signing will be as determined by the Engineer and shall be maintained in place until permanent "no passing" centerline pavement delineation has been applied. The signing for "no passing" zones, shall be removed when no longer required for the direction of public traffic. The signing for "no passing" zones shall conform to the provisions in "Construction Area Signs" of these special provisions, except for payment.

Full compensation for furnishing, placing, maintaining, and removing the temporary pavement markers (including underlying adhesive, layout (dribble) lines to establish alignment of temporary pavement markers or used for temporary centerline delineation and signing specified for "no passing" zones) for those areas where temporary centerline delineation is not shown on the plans and for providing equivalent patterns of permanent traffic lines for those areas when required, shall be considered as included in the contract prices paid for the items of work that obliterated the centerline pavement delineation and no separate payment will be made therefor.

TEMPORARY TRAFFIC STRIPE (TAPE)

Temporary traffic stripe consisting of removable traffic stripe tape shall be applied at the locations shown on the plans. The temporary traffic stripe tape shall be complete in place at the location shown prior to opening the traveled way to public traffic.

Removable traffic stripe tape shall be the temporary removable traffic stripe tape listed in "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

Removable traffic stripe tape shall be applied in conformance with the manufacturer's installation instructions and shall be rolled slowly with a rubber tired vehicle or roller to ensure complete contact with the pavement surface. Traffic stripe tape shall be applied straight on tangent alignment and on a true arc on curved alignment. Traffic stripe tape shall not be applied when the air or pavement temperature is less than 10°C, unless the installation procedures to be used are approved by the Engineer, prior to beginning installation of the tape.

When removable traffic stripe tape is specified for temporary left edgeline delineation, temporary pavement markers placed at longitudinal intervals of not more than 1.8 m may be used in place of the temporary traffic stripe tape. Temporary pavement markers shall be one of the types of temporary pavement markers listed for long term day/night use (6 months or less) in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. When temporary pavement markers are used in place of tape, payment for those temporary pavement markers will be made on the basis of the theoretical length of the temporary traffic stripe (tape) required for the left edgeline that the temporary pavement markers replace.

TEMPORARY TRAFFIC STRIPE (PAINT)

Temporary traffic stripe consisting of painted traffic stripe shall be applied and maintained at the locations shown on the plans. The painted temporary traffic stripe shall be complete in place at the location shown prior to opening the traveled way to public traffic. Removal of painted temporary traffic stripe will not be required.

Temporary painted traffic stripe shall conform to the provisions in "Paint Traffic Stripes and Pavement Markings" of these special provisions, except for payment. At the option of the Contractor, either one or 2 coats shall be applied regardless of whether on new or existing pavement.

TEMPORARY PAVEMENT MARKING (TAPE)

Temporary pavement marking consisting of removable pavement marking tape shall be applied at the locations shown on the plans. The temporary pavement marking tape shall be complete in place at the location shown, prior to opening the traveled way to public traffic.

Removable pavement marking tape shall be the temporary removable type pavement marking tape listed in "Prequalified and Tested Signing and Delineation Materials" of these special provisions and shall be applied and removed in conformance with the provisions specified for applying and removing the temporary traffic stripe tape.

MEASUREMENT AND PAYMENT

Temporary traffic stripe (tape) will be measured and paid for by the meter, measured along the line of the stripe, with deductions for gaps in broken traffic stripes. Temporary pavement marking (tape) will be measured and paid for by the square meter for actual area of the pavement marking that receives tape.

Temporary traffic stripe (paint) will be measured and paid for in the same manner specified for paint traffic stripe (1-coat) and paint pavement marking (1-coat) in Section 84-3.06, "Measurement," and Section 84-3.07, "Payment," of the Standard Specifications.

The contract price paid per meter for temporary traffic stripe (tape) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in applying, maintaining and removing temporary traffic stripe tape, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

The contract price paid per square meter for temporary pavement marking (tape) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in applying, maintaining and removing temporary pavement marking tape, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.21 BARRICADE

Barricades shall be furnished, placed and maintained at the locations shown on the plans, specified in the Standard Specifications or in these special provisions or where designated by the Engineer. Barricades shall conform to the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Attention is directed to "Prequalified and Tested Signing and Delineation Materials" of these special provisions regarding retroreflective sheeting for barricades.

Construction area sign and marker panels conforming to the provisions in Section 12-3.06, "Construction Area Signs," of the Standard Specifications shall be installed on barricades in a manner determined by the Engineer at the locations shown on the plans.

Sign panels for construction area signs and marker panels installed on barricades shall conform to the provisions in Section 12-3.06A, "Stationary Mounted Signs," of the Standard Specifications.

Full compensation for furnishing, installing, maintaining, and removing construction area signs and marker panels on barricades shall be considered as included in the contract unit price paid for the type of barricade involved and no separate payment will be made therefor.

Barricades shown on the plans as part of a traffic control system will be paid for as provided in "Traffic Control System for Lane Closure" of these special provisions and will not be included in the count for payment of barricades.

10-1.22 PORTABLE CHANGEABLE MESSAGE SIGN

A minimum of 8 Portable changeable message signs shall be furnished, placed, operated, and maintained at those locations shown on the plans or where designated by the Engineer in conformance with the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Two back up portable changeable message signs shall be available at all times.

Portable changeable message signs shall be updated to reflect current traffic and closure conditions. All portable changeable message signs shall be coordinated to reflect the changes for reversing control lane closures or full closure.

Communication signals, cellular phones and radio may not work for remote operation on portable changeable message signs.

All portable changeable message signs will be paid by lump sum.

The contract lump sum price paid for portable changeable message sign shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in furnishing, placing, operating, including sequential coordination, maintaining, repairing, replacing, transporting from location to location and removing the portable changeable message signs, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.23 TEMPORARY RAILING

Temporary railing (Type K) shall be placed as shown on the plans, as specified in the Standard Specifications or these special provisions or where ordered by the Engineer and shall conform to the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

At the Contractor's option a Quickchange Moveable Barrier System may be used.

Reflectors on temporary railing (Type K) shall conform to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

Temporary railing (Type K) may be moved to facilitate construction activities during allowable closures. Traffic lanes shall not be opened to traffic until Temporary railing (Type K) has been moved back into position and resecured as shown on the plans.

Full compensation for moving and resetting temporary railing (Type K) to facilitate construction activities shall be considered as included in the contract price paid for the various items of work and no additional compensation will be allowed therefor.

Attention is directed to "Public Safety" and "Order of Work" of these special provisions.

Temporary railing (Type K) placed in conformance with the provisions in "Public Safety" of these special provisions will be neither measured nor paid for.

Quickchange Moveable Barrier System

If the Contractor elects to use a Quickchange moveable barrier system (QMB), the QMB shall be placed as shown on the plans and shall conform to the details shown on the plans, the manufacturers recommendations, and these special provisions.

Quickchange moveable barrier system (QMB) shall be as manufactured by Barrier Systems, Inc., or equal consisting of the following components:

- A. Series 200 construction barrier consisting of heavily reinforced concrete barrier sections with special steel hinge system.
- B. A transfer and transport machine (TTM) that moves the wall.
- C. An ABSORB 350, Test Level 3 crash cushion.

The quickchange moveable barrier system can be obtained from the manufacturer, Barrier Systems, Inc., 180 River Road, Rio Vista, CA, 94571, Telephone 707-374-6800. A materials information handout for the QMB including the Absorb 350 is provided. The price quotations, not including sales tax, by the manufacturer for the Quickchange Moveable Barrier System including the ABSORB 350, Test Level 3 crash cushion, F.O.B. 180 River Road, Rio Vista, California, 94571, telephone (707) 374-6800 is included in the materials information handout.

The QMB system and the ABSORB 350, Test Level 3 crash cushion shall be installed in accordance with the manufacturer's recommendations.

The Contractor shall furnish to the Engineer one copy of the manufacturer's plans and parts list for the model installed and training certificate for the operation of the transfer and transport machine.

The Contractor shall provide the Engineer with the manufacturer's Certificate of Compliance in accordance with the provisions of Section 6-1.07, "Certificates of Compliance," of the Standard Specifications. The Certificate of Compliance shall certify that the system complies with the contract plans and specifications, conforms to the prequalified design and material requirements, and was manufactured in accordance with the approved quality control program.

Each length of QMB placed within 3m of a traffic lane shall have a reflector installed on top of the barrier. A marker panel shall also be installed at each end of the QMB installed adjacent to a two-lane, two-way highway and at the end facing traffic of QMB installed adjacent to a one-way roadbed. If the QMB is placed on a skew, the marker shall be installed at the end of the skew nearest the traveled way. Type P marker panels shall be installed on the end of the ABSORB 350, Test Level 3 crash cushion and shall conform to the provisions in Section 82, "Markers and Delineators."

MEASUREMENT AND PAYMENT

If the Contractor elects to use the quickchange moveable barrier system, the QMB will be measured and paid for in the same manner specified for temporary railing (Type K) in Section 12 "Construction Area Traffic Control Devices" of the Standard Specifications.

If the Contractor elects to use the quickchange moveable barrier system, full compensation for transfer and transport machine, the ABSORB 350, Test Level 3, and marker panels shall be considered as included in the contract price paid per meter for temporary railing (Type K) and no separate payment will be made therefor.

10-1.24 CHANNELIZER

Channelizers shall conform to the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.

Channelizers shall conform to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

When no longer required for the work as determined by the Engineer, channelizers and underlying adhesive used to cement the channelizer bases to the pavement shall be removed. Removed channelizers and adhesive shall become the property of the Contractor and shall be removed from the site of work.

10-1.25 TEMPORARY CRASH CUSHION MODULE

This work shall consist of furnishing, installing, and maintaining sand filled temporary crash cushion modules in groupings or arrays at each location shown on the plans, as specified in these special provisions or where designated by the Engineer. The grouping or array of sand filled modules shall form a complete sand filled temporary crash cushion in conformance with the details shown on the plans and these special provisions.

Attention is directed to "Public Safety", "Order of Work", and "Temporary Railing" of these special provisions.

Whenever the work or the Contractor's operations establishes a fixed obstacle, the exposed fixed obstacle shall be protected with a sand filled temporary crash cushion. The sand filled temporary crash cushion shall be in place prior to opening the lanes adjacent to the fixed obstacle to public traffic.

Sand filled temporary crash cushions shall be maintained in place at each location, including times when work is not actively in progress. Sand filled temporary crash cushions may be removed during a work period for access to the work provided that the exposed fixed obstacle is 4.6 m or more from a lane carrying public traffic and the temporary crash cushion is reset to protect the obstacle prior to the end of the work period in which the fixed obstacle was exposed. When no longer required, as determined by the Engineer, sand filled temporary crash cushions shall be removed from the site of the work.

At the Contractor's option, the modules for use in sand filled temporary crash cushions shall be either Energite III Inertial Modules, Fitch Inertial Modules or Traffix Sand Barrels manufactured after March 31, 1997, or equal:

- A. Energite III and Fitch Inertial Modules, manufactured by Energy Absorption Systems, Inc., One East Wacker Drive, Chicago, IL 60601-2076. Telephone 1-312-467-6750, FAX 1-800-770-6755
 - 1. Distributor (North): Traffic Control Service, Inc., 8585 Thys Court, Sacramento, CA 95828. Telephone 1-800-884-8274, FAX 1-916-387-9734
 - 2. Distributor (South): Traffic Control Service, Inc., 1881 Betmor Lane, Anaheim, CA 92805. Telephone 1-800-222-8274, FAX 1-714-937-1070
- B. Traffix Sand Barrels, manufactured by Traffix Devices, Inc., 220 Calle Pintero, San Clemente, CA 92672. Telephone 1-949 361-5663, FAX 1-949 361-9205
 - 1. Distributor (North): United Rentals, Inc., 1533 Berger Drive, San Jose, CA 95112. Telephone 1-408 287-4303, FAX 1-408 287-1929
 - 2. Distributor (South): Statewide Safety & Sign, Inc., P.O. Box 1440, Pismo Beach, CA 93448. Telephone 1-800-559-7080, FAX 1-805 929-5786

Modules contained in each temporary crash cushion shall be of the same type at each location. The color of the modules shall be the standard yellow color, as furnished by the vendor, with black lids. The modules shall exhibit good workmanship free from structural flaws and objectionable surface defects. The modules need not be new. Good used undamaged modules conforming to color and quality of the types specified herein may be utilized. If used Fitch modules requiring a seal are furnished, the top edge of the seal shall be securely fastened to the wall of the module by a continuous strip of heavy duty tape.

Modules shall be filled with sand in conformance with the manufacturer's directions, and to the sand capacity in kilograms for each module shown on the plans. Sand for filling the modules shall be clean washed concrete sand of commercial quality. At the time of placing in the modules, the sand shall contain not more than 7 percent water as determined by California Test 226.

Modules damaged due to the Contractor's operations shall be repaired immediately by the Contractor at the Contractor's expense. Modules damaged beyond repair, as determined by the Engineer, due to the Contractor's operations shall be removed and replaced by the Contractor at the Contractor's expense.

Temporary crash cushion modules shall be placed on movable pallets or frames conforming to the dimensions shown on the plans. The pallets or frames shall provide a full bearing base beneath the modules. The modules and supporting pallets or frames shall not be moved by sliding or skidding along the pavement or bridge deck.

A Type R or P marker panel shall be attached to the front of the crash cushion as shown on the plans, when the closest point of the crash cushion array is within 3.6 m of the traveled way. The marker panel, when required, shall be firmly fastened to the crash cushion with commercial quality hardware or by other methods determined by the Engineer.

At the completion of the project, temporary crash cushion modules, sand filling, pallets or frames, and marker panels shall become the property of the Contractor and shall be removed from the site of the work. Temporary crash cushion modules shall not be installed in the permanent work.

Temporary crash cushion modules will be measured by the unit as determined from the actual count of modules used in the work or ordered by the Engineer at each location. Temporary crash cushion modules placed in conformance with the provisions in "Public Safety" of these special provisions and modules placed in excess of the number specified or shown will not be measured nor paid for.

Repairing modules damaged by public traffic will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications. Modules damaged beyond repair by public traffic, when ordered by the Engineer, shall be removed and replaced immediately by the Contractor. Modules replaced due to damage by public traffic will be measured and paid for as temporary crash cushion module.

If the Engineer orders a lateral move of the sand filled temporary crash cushions and the repositioning is not shown on the plans, moving the sand filled temporary crash cushion will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications and these temporary crash cushion modules will not be counted for payment in the new position.

The contract unit price paid for temporary crash cushion module shall include full compensation for furnishing all labor, materials (including sand, pallets or frames and marker panels), tools, equipment, and incidentals, and for doing all the work involved in furnishing, installing, maintaining, moving, and resetting during a work period for access to the work, and removing from the site of the work when no longer required (including those damaged by public traffic) sand filled temporary crash cushion modules, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.26 EXISTING HIGHWAY FACILITIES

The work performed in connection with various existing highway facilities shall conform to the provisions in Section 15, "Existing Highway Facilities," of the Standard Specifications and these special provisions.

REPAIR EXISTING ROADBED

Where shown on the plans or designated by the Engineer, broken, failed or other unsatisfactory portions of the existing roadbed shall be removed and disposed of and the resulting hole shall be backfilled as directed by the Engineer.

Removing and replacing existing pavement will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications.

ABANDON CULVERT

Existing culverts, where shown on the plans to be abandoned, shall be abandoned in place or, at the option of the Contractor, the culverts shall be removed and disposed of. Resulting openings into existing structures that are to remain in place shall be plugged with commercial quality concrete containing not less than 300 kg of cement per cubic meter.

Abandoning culverts in place shall conform to the following:

- A. Culverts that intersect the side slopes shall be removed to a depth of not less than one meter measured normal to the plane of the finished side slope, before being abandoned.
- B. Culverts 300 mm in diameter and larger, shall, at the Contractor's option, be backfilled with either sand, controlled low strength material or slurry cement backfill conforming to the provisions in Section 19-3.062, "Slurry Cement Backfill," of the Standard Specifications by any method acceptable to the Engineer that completely fills the pipe. Sand backfill material shall be clean, free draining, and free from roots and other deleterious substances.
- C. The ends of culverts shall be securely closed by a 150 mm thick tight fitting plug or wall of commercial quality concrete.

Culverts shall not be abandoned until their use is no longer required. The Contractor shall notify the Engineer in advance of any intended culvert abandonment.

If the Contractor elects to remove and dispose of a culvert which is specified to be abandoned, as provided herein, backfill specified for the pipe will be measured and paid for in the same manner as if the culvert has been abandoned in place.

Backfill will be measured by the cubic meter determined from the dimensions of the culverts to be abandoned.

Controlled low strength material and slurry cement backfill, if used at the Contractor's option, will be measured and paid for by the cubic meter as sand backfill.

Full compensation for concrete plugs, pipe removal, and structure excavation shall be considered as included in the contract price paid per meter for abandon culvert and no additional compensation will be allowed therefor.

REMOVE METAL BEAM GUARD RAILING WALL

Existing metal beam guard railing wall, where shown on the plans to be removed, shall be removed and disposed of.

Metal beam guard railing wall consists of 3 to 4 sections of metal beam guard railing, stacked one above the other, and held in place by steel posts.

Full compensation for removing , steel posts shall be considered as included in the contract price paid per meter for remove metal beam guard railing wall and no separate payment will be made therefor.

REMOVE PIPE GATE

Existing pipe gate, where shown on the plans to be removed, shall be removed and disposed of.

Existing concrete foundations shall be completely removed and disposed of. Full compensation for removing concrete foundations shall be considered as included in the contract unit price paid for remove pipe gate and no separate payment will be made therefor.

REMOVE METAL BEAM GUARD RAILING

Existing metal beam guard railing, where shown on the plans to be removed, shall be removed and disposed of.

Full compensation for removing cable anchor assemblies or terminal anchor assemblies shall be considered as included in the contract price paid per meter for remove metal beam guard railing and no separate payment will be made therefor.

REMOVE PAVEMENT MARKER

Existing pavement markers, including underlying adhesive, when no longer required for traffic lane delineation as determined by the Engineer, shall be removed and disposed of.

REMOVE TRAFFIC STRIPE

Traffic stripe shall be removed at the locations shown on the plans and as directed by the Engineer.

Attention is directed to "Water Pollution Control" of these special provisions.

Waste from removal of yellow thermoplastic traffic stripe contains lead chromate in average concentrations greater than or equal to 5 mg/L Soluble Lead or 1000 mg/kg Total Lead. Yellow thermoplastic traffic stripe and pavement marking exist from Station 4+81 to Station 57+88. Residue produced from when yellow thermoplastic are removed may contain heavy metals in concentrations that exceed thresholds established by the California Health and Safety Code and may produce toxic fumes when heated.

The removed yellow thermoplastic shall be disposed of at a Class 1 disposal facility in conformance with the requirements of the disposal facility operator within one day after accumulating 100 kg of residue and dust. The Contractor shall make necessary arrangements with the operator of the disposal facility to test the yellow thermoplastic residue as required by the facility and these special provisions. Testing shall include, at a minimum, (1) Total Lead and Chromium by EPA Method 7000 series and (2) Soluble Lead and Chromium by California Waste Extraction Test. From the first 3360 L of waste or portion thereof, if less than 3360 L of waste are produced, a minimum of four randomly selected samples shall be taken and analyzed. From each additional 840 L of waste or portion thereof, if less than 840 L are produced, a minimum of one additional random sample shall be taken and analyzed. The Contractor shall submit the name and location of the disposal facility and analytical laboratory along with the testing requirements to the Engineer not less than 10 days prior to the start of removal of yellow thermoplastic traffic stripe. The analytical laboratory shall be certified by the Department of Health Services Environmental Laboratory Accreditation Program. Test results shall be provided to the Engineer for review prior to signing a waste profile as requested by the disposal facility, prior to issuing an EPA identification number, and prior to allowing removal of the waste from the site.

The Contractor shall prepare a project specific Lead Compliance Plan to prevent or minimize worker exposure to lead while handling removed yellow thermoplastic residue. Attention is directed to Title 8, California Code of Regulations, Section 1532.1, "Lead," for specific Cal-OSHA requirements when working with lead.

The Lead Compliance Plan shall contain the elements listed in Title 8, California Code of Regulations, Section 1532.1(e)(2)(B). Before submission to the Engineer, the Lead Compliance Plan shall be approved by an Industrial Hygienist certified in Comprehensive Practice by the American Board of Industrial Hygiene. The Plan shall be submitted to the Engineer at least 7 days prior to beginning removal of yellow thermoplastic and yellow paint.

Prior to removing yellow thermoplastic traffic stripe, personnel who have no prior training, including State personnel, shall complete a safety training program provided by the Contractor that meets the requirements of Title 8, California Code of Regulations, Section 1532.1, "Lead," and the Contractor's Lead Compliance Program.

Personal protective equipment, training, and washing facilities required by the Contractor's Lead Compliance Plan shall be supplied to State personnel by the Contractor. The number of State personnel will be 5.

Where grinding or other methods approved by the Engineer are used to remove yellow thermoplastic traffic stripe, the removed residue, including dust, shall be contained and collected immediately. Sweeping equipment shall not be used. Collection shall be by a high efficiency particulate air (HEPA) filter equipped vacuum attachment operated concurrently with the removal operations or other equally effective methods approved by the Engineer. The Contractor shall submit a written work plan for the removal, storage, and disposal of yellow thermoplastic traffic stripe to the Engineer for approval not less than 7 days prior to the start of the removal operations. Removal operations shall not be started until the Engineer has approved the work plan.

The removed yellow thermoplastic traffic stripe residue shall be stored and labeled in covered containers. Labels shall conform to the provisions of Title 22, California Code of Regulations, Sections 66262.31 and 66262.32. Labels shall be marked with date when the waste is generated, the words "Hazardous Waste", composition and physical state of the waste (for example, asphalt grindings with thermoplastic or paint), the word "Toxic", the name and address of the Engineer, the Engineer's telephone number, contract number, and Contractor or subcontractor. The containers shall be a type approved by the United States Department of Transportation for the transportation and temporary storage of the removed residue. The containers shall be handled so that no spillage will occur. The containers shall be stored in a secured enclosure at a location within the project limits until disposal, as approved by the Engineer.

If the yellow thermoplastic traffic stripe residue is transported to a Class 1 disposal facility, a manifest shall be used, and the transporter shall be registered with the California Department of Toxic Substance Control. The Engineer will obtain the United States Environmental Protection Agency Identification Number and sign all manifests as the generator within 2 working days of receiving sample test results and approving the test methods.

Nothing in these special provisions shall relieve the Contractor of the Contractor's responsibilities as specified in Section 7-1.09, "Public Safety," of the Standard Specifications.

The contract lump sum price paid for Lead Compliance Plan shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in preparing the Lead Compliance Plan, including paying the Certified Industrial Hygienist, and for providing personnel protective equipment, training, air monitoring, and medical surveillance, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Full compensation for providing a written work plan for the removal, storage, and disposal of yellow thermoplastic traffic stripe shall be considered as included in the contract prices paid per meter for remove yellow thermoplastic traffic stripe and no separate payment will be made therefor.

REMOVE DRAINAGE FACILITY

Existing culverts, inlets, and headwalls, where portions of these structures is within one meter of the grading plane in excavation areas, or within 0.3-m of original ground in embankment areas, or where shown on the plans to be removed, or as directed by the Engineer, shall be removed and disposed of.

Existing portions of culverts below one meter of the grading plane in excavation areas shall be abandoned as specified "Abandon Culvert" of these special provisions.

Portions of culverts that have been determined, in the field, to be abandoned, shall be measured and paid for as specified in "Abandon Culvert" of these special provisions.

REMOVE ROADSIDE SIGN

Existing roadside signs, at those locations shown on the plans to be removed, shall be removed and disposed of.

Existing roadside signs shall not be removed until replacement signs have been installed or until the existing signs are no longer required for the direction of public traffic, unless otherwise directed by the Engineer.

REMOVE DELINEATOR

Existing delineators, at those locations shown on the plans to be removed, shall be removed and disposed of.

Existing delineators shall not be removed until replacement delineators have been installed or until the existing delineators are no longer required for the safety of public traffic, unless otherwise directed by the Engineer.

REMOVE MILEPOST MARKER

Existing milepost marker, at those locations shown on the plans to be removed, shall be removed and disposed of.

REMOVE BASE AND SURFACING

Existing base and bituminous surfacing shown on the plans to be removed, shall be removed to a depth of at least 150 mm below the grade of the existing surfacing. Resulting holes and depressions shall be backfilled with imported topsoil to the lines and grade established by the Engineer.

Imported topsoil, shall be placed in conformance with "Imported Topsoil" of these special provisions.

The material removed shall be disposed of outside the highway right of way in conformance with the provisions in Section 15-2.03, "Disposal," of the Standard Specifications.

Removing base and surfacing will be measured by the cubic meter in the same manner specified for roadway excavation in conformance with the provisions in Section 19, "Earthwork," of the Standard Specifications and will be paid for at the contract price per cubic meter for remove base and surfacing.

10-1.27 CLEARING AND GRUBBING

Clearing and grubbing shall conform to the provisions in Section 16, "Clearing and Grubbing," of the Standard Specifications and these special provisions.

By noon Monday, the Contractor shall submit a written schedule of planned clearing and grubbing activities for the following week period, defined as Friday noon through the following Friday noon.

The written schedule shall show the locations and times when the proposed clearing and grubbing activities are to be in effect. Clearing and grubbing schedules that are incomplete, unintelligible or inaccurate shall be returned for correction and resubmittal.

Amendments to the clearing and grubbing schedule, including adding additional clearing and grubbing activities shall be submitted to the Engineer, in writing, at least 3 working days in advance of the planned clearing and grubbing operation.

The Contractor shall confirm, in writing, all scheduled clearing and grubbing activities no later than 8:00 a.m., 3 working days prior to the date on which the clearing and grubbing activity will take place.

Vegetation shall be cleared and grubbed only within the excavation and embankment slope lines.

At locations where there is no grading adjacent to a bridge or other structure, clearing and grubbing of vegetation shall be limited to 1.5 m outside the physical limits of the bridge or structure.

Existing vegetation outside the areas to be cleared and grubbed shall be protected from injury or damage resulting from the Contractor's operations.

Activities controlled by the Contractor, except cleanup or other required work, shall be confined within the graded areas of the roadway.

Vegetation that is cleared and grubbed shall be removed from the job site at the end of each work period.

Nothing herein shall be construed as relieving the Contractor of the Contractor's responsibility for final cleanup of the highway as provided in Section 4-1.02, "Final Cleaning Up," of the Standard Specifications.

10-1.28 REMOVE BUILDING

Remove building shall conform to the provisions in Section 16, "Clearing and Grubbing," of the Standard Specifications and these special provisions.

Existing masonry block building, where shown on the plans to be removed, shall be completely removed and disposed of.

Concrete pits under the block building shall be removed to a depth of 1 meter and backfilled with embankment material in conformance with the provisions in Section 19, "Earthwork," of the Standard Specifications.

A layer of not less than 0.46 m of topsoil, shall be placed on top of the embankment material in conformance with "Imported Topsoil" of these special provisions.

The contract lump sum price paid for remove building shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in remove building, complete in place, including removing concrete pit, backfilling pit and placing topsoil, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.29 WATERING

Developing a water supply and applying watering shall conform to the provisions in Section 17, "Watering," of the Standard Specifications and these special provisions.

Water shall not be obtained from San Juan Creek.

10-1.30 DUST PALLIATIVE

Furnishing and applying dust palliative shall conform to the provisions in Section 18, "Dust Palliative," of the Standard Specifications.

10-1.31 EARTHWORK

Earthwork shall conform to the provisions in Section 19, "Earthwork," of the Standard Specifications and these special provisions.

The Contractor's attention is directed to "Construction Considerations and Recommendations" of the Foundation Reports for each structure. Difficult earthwork may be encountered due to large cobbles and boulders, and an irregular bedrock profile.

Attention is directed to Section 7-1.11, "Preservation of Property," of the Standard Specifications. The existing culverts, as shown on the plans, shall be protected from damage due to the Contractor's operations.

By noon Monday, the Contractor shall submit a written schedule of planned excavation activities including but not limited to roadway excavation, structure excavation, drainage system excavation, post holes for construction area signs and fence post holes, for the following week period, defined as Friday noon throughout the following Friday noon.

The written schedule shall show the locations and times when the proposed excavation activities are to be in effect. Excavation schedules that are incomplete, unintelligible or inaccurate shall be returned for correction and resubmittal.

Amendments to the excavation schedule, including adding additional excavation activities shall be submitted to the Engineer, in writing, at least 3 working days in advance of the planned excavation operation.

The Contractor shall confirm, in writing, all scheduled excavation activities no later than 8:00 am, 3 working days prior to the date on which the excavation activity will take place.

Difficult excavation is anticipated due to the presence of dense soils, hard rock and loose boulders. At the option of the Contractor, blasting, in conformance with these special provisions may be used.

The Contractor shall submit to the Engineer a map showing proposed blasting locations, 14 days in advance of when blasting activities are scheduled to take place.

The Contractor shall prevent rock or debris from falling into San Juan Creek during construction activities using any method approved by the Engineer.

The Contractor shall protect the existing roadbed from falling rock and debris during excavation by any method approved by the Engineer. Traffic lanes shall be clear from debris or protection devices before opening to traffic.

Full compensation for protecting existing roadbed and San Juan Creek shall be considered as included in the contract price paid per cubic meter for roadway excavation and no additional compensation will be allowed therefor.

Rocks and mudslides not caused by construction activities, within the project limits, shall be cleared by the Contractor as directed by the Engineer.

Removing rocks and mudslides not caused by construction activities will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications.

Excavated material being stored at the abandoned picnic area shall be covered.

Surplus excavated material shall become the property of the Contractor and shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Where a portion of the existing surfacing is to be removed, the outline of the area to be removed shall be cut on a neat line with a power-driven saw to a minimum depth of 50 mm before removing the surfacing. Full compensation for cutting the existing surfacing shall be considered as included in the contract price paid per cubic meter for roadway excavation and no additional compensation will be allowed therefor.

The portion of imported borrow placed within 1.5 m of the finished grade shall have a Resistance (R-Value) of not less than 40.

Reinforcement or metal attached to reinforced concrete rubble placed in embankments shall not protrude above the grading plane. Prior to placement within 0.6-m below the grading plane of embankments, reinforcement or metal shall be trimmed to no greater than 20 mm from the face of reinforced concrete rubble. Full compensation for trimming reinforcement or metal shall be considered as included in the contract prices paid per cubic meter for the types of excavation shown in the Engineer's estimate, or the contract prices paid for furnishing and placing imported borrow or embankment material, as the case may be, and no additional compensation will be allowed therefor.

Imported borrow shall be mineral material including rock, sand, gravel, or earth. The Contractor shall not use man-made refuse in imported borrow including:

- A. Portland cement concrete,
- B. Asphalt concrete,
- C. Material planed from roadway surfaces,
- D. Residue from grooving or grinding operations,
- E. Metal,

- F. Rubber,
- G. Mixed debris,
- H. Rubble

The geocomposite drain shall conform to the details shown on the plans and the following:

- A. Attention is directed to "Engineering Fabrics" under "Materials" of these special provisions.
- B. Geocomposite drain shall consist of a manufactured core not less than 6.35 mm thick nor more than 50 mm thick with one or both sides covered with a layer of filter fabric that will provide a drainage void. The drain shall produce a flow rate, through the drainage void, of at least 25 liters per minute per meter of width at a hydraulic gradient of 1.0 and a minimum externally applied pressure of 168 kPa.
- C. A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications shall be furnished for the geocomposite drain certifying that the drain produces the required flow rate and complies with these special provisions. The Certificate of Compliance shall be accompanied by a flow capability graph for the geocomposite drain showing flow rates for externally applied pressures and hydraulic gradients. The flow capability graph shall be stamped with the verification of an independent testing laboratory.
- D. Filter fabric for the geocomposite drain shall conform to the provisions for fabric for underdrains in Section 88, "Engineering Fabrics," of the Standard Specifications.
- E. The manufactured core shall be either a preformed grid of embossed plastic, a mat of random shapes of plastic fibers, a drainage net consisting of a uniform pattern of polymeric strands forming 2 sets of continuous flow channels, or a system of plastic pillars and interconnections forming a semirigid mat.
- F. The core material and filter fabric shall be capable of maintaining the drainage void for the entire height of geocomposite drain. Filter fabric shall be integrally bonded to the side of the core material with the drainage void. Core material manufactured from impermeable plastic sheeting having nonconnecting corrugations shall be placed with the corrugations approximately perpendicular to the drainage collection system.
- G. The geocomposite drain shall be installed with the drainage void and the filter fabric facing the embankment. The fabric facing the embankment side shall overlap a minimum of 75 mm at all joints and wrap around the exterior edges a minimum of 75 mm beyond the exterior edge. If additional fabric is needed to provide overlap at joints and wrap-around at edges, the added fabric shall overlap the fabric on the geocomposite drain at least 150 mm and be attached thereto.
- H. Should the fabric on the geocomposite drain be torn or punctured, the damaged section shall be replaced completely or repaired by placing a piece of fabric that is large enough to cover the damaged area and provide a minimum 150-mm overlap.
- I. Plastic pipe shall conform to the provisions for edge drain pipe and edge drain outlets in Section 68-3, "Edge Drains," of the Standard Specifications.

Full compensation for furnishing and installing, complete in place as shown on the plans, geocomposit drain, filter fabric, and drainage pad concrete, permeable base, and piping shall be considered as included in the contract price paid per cubic meter for the various types of structure excavation and no additional compensation will be allowed therefor.

10-1.32 BLASTING

Project blasting shall conform to Sections 7-1.10, "Use of Explosives," and 19-2.03, "Blasting," of the Standard Specifications and these special provisions.

The Contractor shall not blast near the Lower San Juan Creek Picnic Area (KP 25.7 to KP 26.7) from March 15 to July 31.

The Contractor shall provide a blasting schedule to the Engineer, in writing, on a bi-monthly basis.

Attention is directed to "Fire Plan" of these special provisions

Attention is directed to "Maintaining Traffic" of these special provisions concerning full closure times for blasting.

PRE-BLAST CONDITION SURVEY

The Contractor shall make and document a pre-blast survey of any nearby building, structures, utilities or any feature, structure, process, or operation that may be as risk of damage resulting from the blasting operations and blast related phenomenon regardless of the distance of the shot. The survey method used shall be acceptable to the Contractor's insurance company. The Contractor shall make the pre-blast survey within 14 calendar days in advance of the planned commencement or resumption of blasting operations and pre-blast records shall be made available to the Engineer for review. Occupants of the local buildings shall be notified by the Contractor prior to the beginning of the blast, The pre-blast survey shall, as a minimum, containing the following:

- A. The name of the person making the inspection.
- B. The names of the property owner and occupants, the addresses of the property, the date and time on the inspection.
- C. A complete description of the structure(s) or other improvement(s) including culverts and bridges.
- D. a detailed interior inspection with each interior room (including attic and basement spaces) designated and described. All existing conditions of the walls, ceiling and floor such as cracks, holes and separations shall be noted.
- E. A detailed exterior inspection fully describing the existing conditions of all foundations, walls, roofs, doors, windows, and porches.
- F. A detailed listing, inspection and documentation of existing conditions of garages, outbuildings, sidewalks and driveways.
- G. A detailed listing of highway signposts, light fixtures, and overhead power lines.
- H. A survey of any wells or other private water supplies including total depth and existing water surface levels.
- I. Identification of sites conducting procedures, processes or operations which may be sensitive to construction phenomenon.

The Contractor shall perform a re-survey of all locations whenever blasting operations are either terminated or suspended for a period in excess of 45 calendar days.

The documentation shall consist of a written report. A video tape recorder may be used in addition to a written report. The videotape, if used, must include date and time displayed on the image.

The Contractor shall provide copies of the pre-blast inspection report and videotape documentation, if used, to the Engineer at the time that the blasting plan is submitted.

The Contractor shall control project blasting so that vibration, flyrock, ground/vibration motion, and air noise levels do not cause damage to nearby structures including highway sign posts, light fixtures and parked vehicles, undue annoyance to nearby residents, of danger to employees on the project. Contractor shall use controlled blasting techniques and designs and shall coordinate the traffic control during blasting operation. The Contractor shall be responsible for all damage resulting from blasting.

VIBRATION CONTROL AND MONITORING

When blasting within 450 meters of buildings, structures, or utilities that may be subject to damage from blast induced ground vibrations, the Contractor shall control ground vibrations by the use of properly designed delay sequences and allowable charge weights per delay. Allowable charge weights per delay shall be based on vibration levels that will not cause damage.

The Contractor shall perform trial blasts to select allowable charge weights per delay by measuring vibration levels. The trial blasts shall be carried out in conformance with the blasting test section requirements, modified as required to limit ground vibrations to a level which will not cause damage. The blasting test section requirements require that two seismographs be used, one placed on the end of the shot and one placed at 90 degrees behind the shot to establish vibration levels and their relation to the measurement location.

Whenever vibration damage to adjacent structures is possible, the Contractor shall monitor each blast with an approved seismographs located, as approved by the Engineer, between the blast area and the closest structure subject to blast damage. The number of seismographs used should be approved by the Engineer and should be relevant to the number, location, and distance of the structures of concern. Typically a minimum of three seismographs will be required. The seismographs shall be capable of recording particle velocities for 3 mutually perpendicular components of vibration in the range generally found with controlled blasting.

The Contractor shall select proper control method to limit overbreak. The Contractor shall have the final responsibility to control overbreak.

Peak particle velocity of each component shall not exceed 12.5 mm/sec. The Contractor shall employ a qualified vibration specialist to establish safe vibration limits. The vibration specialist shall also interpret the seismograph records to ensure that the seismograph data are utilized effectively in the control of the blasting operations with respect to the existing structures. The vibration specialist used shall be subject to the Engineer's approval.

Data recorded for each shot shall be furnished to the Engineer prior to the next blast and shall include the following information:

- A. Identification of Instrument used.
- B. Name of qualified observer and interpreter.
- C. Distance and direction of recording station from blast area.
- D. Type of ground at recording station and material on which instrument is sitting.
- E. Maximum particle velocity in each component and the resultant Peak Particle Velocity of the shot.
- F. A dated and signed copy of the seismograph readings record.

At the contractor's option, shot designs may be based upon scaled distance following the chart below. The scaled distance is the ratio of distance from the blast site to the site, in meters, to be protected to the square root of the maximum explosive weight used for each delay of 9 milliseconds or more.

Blast Design Table

Distance to site to be protected (x)	Scaled distance factors
0 to 91 meters	$22.57 = (x)m/(y)kg^{1/2}$
91 to 1,524 meters	$24.94 = (x)m/(y)kg^{1/2}$
1,524 meters	$29.4 = (x)m/(y)kg^{1/2}$

y = maximum explosive weight per delay
 x = distance to nearest site to be protected

AIR BLAST AND NOISE CONTROL

The Contractor shall install air blast monitoring systems between the main blasting area and the nearest structures subject to blast damage or annoyance. The equipment used to make the air blast measurements shall be the type specifically manufactured for that purpose.

Noise levels shall be held below 125 dB at the nearest structure or designated location.

The Contractor shall use appropriate blast hole patterns, detonation systems, and stemming to prevent venting of blasts and to minimize air blast and noise levels produced by the blasting operations. The dB levels shall be lowered if it proves too high based on damage or complaints.

The Contractor shall furnish a permanent, signed and dated record of the noise level measurement to the Engineer immediately after each shot.

FLYROCK CONTROL

Before the firing of any blast in areas where flying rock may result in personnel injury or unacceptable damage to property, parked vehicles or the work, the Contractor shall cover the rock to be blasted with approved blasting mats, soil, or other equally serviceable material, to prevent flyrock.

If flyrock leaves the construction site and lands on the adjacent roadway, the Contractor shall be responsible for clearing all lanes of the flyrock before opening lanes to traffic.

If flyrock leaves the construction site and lands on private property, all blasting operations will cease until a qualified consultant, hired by the Contractor, reviews the site and determines the cause and solution to the flyrock problem. Before blasting proceeds, a written report shall be submitted by the Contractor to the Engineer for approval.

The Contractor shall use angular rock stemming or substitute stemming deemed appropriate to the blaster and approved by the Engineer. The Contractor shall not use drill cuttings as stemming.

VIDEO RECORDINGS OF BLASTS

The Contractor shall make videotape recordings of each blast. The recordings shall be taken from a safe location, and when possible, from a location that has a clear overview of the blast area, the blast and its progression.

The tapes of sections of tapes will be indexed in a manner to properly identify each blast. At the option of the Engineer, copies of videotapes of blasts will be furnished on a weekly basis.

SCALING

Scaling shall be performed after blasting and excavation. Scaling may be done manually or by an approved mechanical method. All loose disturbed material shall be removed unless otherwise stabilized in place.

Scaling shall be done from the top down, and appropriate safety measures implemented to prevent injury from falling rocks and debris.

Over shot rocks shall be removed or stabilized in place by methods acceptable to the Engineer. No loose rock or rock predisposed to detachment from the slope due to gravity, vibration, erosion or transient hydrostatic pressure (water filled joints or fractures) shall be left on or above cut slopes.

ROCK SCULPTING

Rock sculpting shall be constructed in conformance with the lines and grades shown on the plans and as determined by the Engineer. When completed, the average plane of the slopes shall conform to the slope indicated in the plans and no point on the slope shall vary from the designated slopes by more than one meter, measured at right angles to the slope. In no case shall any portion of the slope encroach on the roadbed.

No loose rock or rock predisposed to detachment of the slope due to the influence of gravity, erosion, or transient hydrostatic (water filled cracks or joint) pressure shall be left on or above sculpted slopes.

Any rock sculpting techniques that result in unstable conditions shall be immediately discontinued and the Contractor shall submit a new rock sculpting technique that will not result in unstable condition to the Engineer for approval.

CONSTRUCTION MONITORING

The Contractor shall provide a Certified Engineering Geologist (CEG) to monitor and map slopes during each lift. Each lift shall be approved by the CEG, with concurrence of the Engineer, prior to excavating the next lift.

Based on slope observations, the Geologist shall make an evaluation of the adequacy of the blasting and scaling procedures. If unacceptable overbreak of inadequate scaling is observed, the Contractor shall discontinue immediately and the blasting plan shall be revised to limit overbreak and to modify scaling procedure as acceptable to the Geologist and the Engineer.

After excavation and scaling, detailed mapping such as window mapping or other approved method of each lift shall be performed. The mapping shall be performed to the satisfaction of the Engineer and shall include the following:

- A. Extent and characteristics of weathering Zones and antecedent drainage,
- B. Rock hardness and strength
- C. Joint attitudes and characteristic (roughness, aperture, spacing, infill, etc.), and
- D. Locations and magnitude of seepage observed on the slope

The Geologist shall analyze the mapping data and identify any areas where rock or groundwater conditions indicate a potential stability concern. These areas shall be further evaluated and a recommendation for appropriate mitigation shall be made to the Engineer.

BLASTING CONTROL PLANS

Where field conditions dictate, the mitigation of potential superficial instability shall be performed as recommended by the Geologist and approved by the Engineer. This may include relieving pore pressures due to groundwater seepage, stabilizing potentially unstable block of rock or erosion protection.

The Contractor shall submit a plan to the Engineer detailing how he/she proposes to control blasting. No blasting operation, including drilling, shall start until the Engineer has reviewed and approved this blasting plan in accordance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. The Contractor shall allow not less than 2 weeks for the Engineer to complete the review of the Plan. In the event that additional Blasting Control Plans are required, the Contractor shall provide at least 2 weeks for the review of each additional plan. If Engineer fails to complete this review within the provided time allowed, and if, in the opinion of the Engineer, the Contractor's operations are delayed or interfered with by reason of this delay, an extension of time commensurate with the delay will be granted as provided for in Section 8-1.07, "Liquidated Damages," of the Standard Specifications. Approval of the Contractor's Blasting Control Plan or blasting procedures shall not relieve the Contractor of any of his responsibility under the contract for assuring the complete safety of his/her operations or for the successful completion of the work in conformity with the requirements of the plans and specifications.

The Contractor shall keep accurate records of each blast. Blasting records shall be made available to the Engineer at all times and shall contain the following data as a minimum:

- A. Blast identification by numerical and chronological sequence.
- B. Location (referenced to stationing), date and time of blast. The location shall include the bounding corners defining the perimeter of the shot referenced to stationing.
- C. Blast Layout plan with drill pattern and initiation sequencing.
- D. Typical cross section through the zone to be blasted depicting maximum and minimum loading conditions and the length of stemming and decking planned. Groundwater table must be depicted if present within the prism to be blasted.
- E. An initiation sequencing diagram depicting the actual firing time of each delay.
- F. Type of material blasted.
- G. Number of holes.
- H. Diameter, depth and spacing of holes.
- I. Height or length of stemming.
- J. Types of explosives used.
- K. Type of caps used and delay periods used.
- L. Total amount of explosives used.
- M. Maximum amount of explosives per delay period of 9 milliseconds or greater.

- N. Powder factor (pounds of explosive per cubic yard of material blasted).
- O. Method of firing type.
- P. Depict or provide distance from nearest structures to the maximum, minimum, and critical weight of explosive (the weight of explosive detonated within a single 9 ms delay period which generates the highest vibration at the structure)
- Q. Direction and distance to nearest structure or structures of concern.
- R. Instrumentation records including component and resultant peak particle velocities and overpressure (air noise) values as well as any calculations used to determine ground motion particle velocity or to determine charge size based upon scaled distance.
- S. Type and method of instrumentation.
- T. Location and placement of instruments.
- U. Measures taken to limit air noise and fly rock.
- V. Any unusual circumstances or occurrences during blast.
- W. Measures to limit overbreak.
- X. Name of Contractor.
- Y. Name and signature of responsible blaster.

BLASTING GUARDS

The Contractor shall provide sufficient blasting guards and station them around the blasting area during blasting to assure that people and structures are not endangered. Traffic during blasting shall be controlled by the Contractor.

Blasting operations may be suspended by the Engineer for any of the following:

- A. Safety precautions, monitoring equipment and traffic control measures are inadequate.
- B. Ground motion particle velocity or air noise exceeds the limits specified.
- C. Blasting Control Plans have not been approved.
- D. Required records are not being kept.
- E. Excessive overbreak as determined by the Engineer.
- F. Damage to the remaining material sufficient to reduce the effectiveness of the soil nail assemblies.
- G. If fly rock leaves the construction site, or if fly rock damages structures, equipment, or vehicles, or endangers or injures construction personnel or the public.

Suspension of blasting operations shall in no way relieve the Contractor of his/her responsibilities under the terms of this contract. Blasting operations shall not resume until modifications have been made to correct the conditions that resulted in the suspension.

Blasting complaints shall be accurately recorded by the Contractor as to complainant, address, date, time, nature of the complaint, name of the person receiving the complaint, the complaint investigation conducted, and the disposition of the complaint. Contractor shall make complaint available to the Engineer, as soon as practical, but no later than at the beginning of the following day's shift.

MEASUREMENT AND PAYMENT

Full compensation for blasting, including blasting plans, furnishing instrumentation and monitoring all blasting, test blasts, controlling fly rock, ground motion and air noise caused by blasting, and keeping records of blasting and complaints, shall be considered as included in the contract prices paid per cubic meter for roadway excavation and structure excavation and no separate payment will be made therefor.

10-1.33 ANCHORED WALL EARTHWORK

Anchored wall earthwork, consisting of excavating for rock anchor and deadman anchor wall construction and backfilling around completed anchor walls, shall conform to the provisions in Section 19-3, "Structure Excavation and Backfill," of the Standard Specifications and these special provisions.

Working Drawings

The Contractor shall submit a complete working drawing submittal for earthwork for each anchored wall to the Division of Structure Design (DSD) in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. Working drawings for anchored wall earthwork shall be 559 mm by 864 mm in size. For initial review, 5 sets of drawings shall be submitted. After review, between 6 and 12 sets, as requested by the Engineer, shall be submitted for final approval and use during construction.

Working drawings for wall earthwork shall show the State assigned designations for the contract number, structure number, full name of the structure as shown on the contract plans, and District-County-Route-Kilometer Post on each

drawing and calculation sheet. The Contractor's name, address, and telephone number shall be shown on the working drawings. Each sheet shall be numbered in the lower right hand corner.

The working drawings for anchored wall earthwork shall contain all information required for the construction and quality control of the earthwork, including the following:

- A A proposed schedule and detailed construction sequence. Construction sequence shall include measures to ensure wall and slope stability during all stages of wall construction, including provisions for installation of verification and production proof test rock anchors.
- B Methods of excavation to the staged lifts indicated and types of excavation equipment.
- C Exposed vertical soil lift height and anticipated duration of exposure, including provisions for stabilization of the exposed soil face.
- D Monitoring system for wall deflection.
- E Temporary shoring plans.
- F Information on space requirements for drilling and installation equipment.
- G A detailed construction dewatering plan addressing all elements necessary to divert, control, and dispose of surface water and ground water.

A supplement to the working drawings shall include the following:

- A Independently checked calculations for wall and slope stability during all stages of wall construction, including geotechnical assessment of information provided by the Department for this contract. At the Contractor's option, the Contractor may conduct additional geotechnical investigation for the purpose of developing anchored wall earthwork working drawings.
- B Information on provisions for working in the proximity of underground facilities.

The working drawings and supplement shall be stamped and signed by an engineer who is registered as a Civil Engineer in the State of California.

The Contractor shall allow the Engineer 6 weeks to review the working drawings and supplement after a complete submittal has been received.

Should the Engineer fail to review the complete working drawing submittal within the time specified and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the anchored wall earthwork working drawing submittal, an extension of time commensurate with the delay in completion of the work thus caused will be granted in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

Excavation

No excavation or drilling for installation of production rock anchors shall be permitted in any inferred soil or rock unit until installation of verification test rock anchors is completed in that inferred soil or rock unit, testing has been completed, and the test results have been submitted and approved by the Engineer.

Excavation for anchor installations shall proceed from the top down in a staged lift sequence as shown on the approved wall earthwork working drawings.

Test rock anchors may be installed through the existing slope face, drill platform work bench, stabilization berm, or into slot cuts made for the lift in which the test rock anchor are located. Slot cuts shall only be large enough to accommodate the drill and test setup equipment.

At the option of the Contractor, in addition to the working berm described above, the Contractor may maintain a stabilizing berm of undisturbed material to support the excavation face during anchor installations. The stabilizing berm shall extend horizontally from the bottom of the shotcrete a minimum distance of 0.3-m and shall be cut down from that point at a slope as shown on the approved wall earthwork working drawings. The stabilizing berm shall remain in place until all anchors are complete in place for a given lift.

The complete excavated face shall be cleaned of all loose materials, mud, rebound, and other materials that could prevent or reduce shotcrete bond to the excavated face and anchors.

The Contractor shall remove all cobbles, boulders or portions of boulders, rubble, or debris which are encountered at the final wall alignment during wall face excavation and which protrude from the excavated face into the design shotcrete thickness as shown on the plans. Such over excavation shall be backfilled with shotcrete or concrete.

The Contractor shall immediately notify the Engineer of the occurrence of raveling or local instability of the final wall face excavation or a horizontal movement of the wall face exceeding 0.04 percent of the total excavated wall height.

Unstable areas shall be temporarily stabilized by means of buttressing the exposed excavation face with an earth beam or other methods approved in writing by the Engineer. Construction of the wall in unstable areas shall be suspended until

remedial measures, submitted by the Contractor and approved by the Engineer, have been taken.

The Contractor shall protect installed anchors during excavation and subsequent operations. Damaged anchors shall be replaced by the Contractor, at the Contractor's expense.

The Contractor shall complete all anchor construction and application of shotcrete wall facing in conformance with the construction sequence in the approved wall earthwork working drawings.

Where the Contractor's excavation and installation methods result in a discontinuous wall along any anchor row, the horizontal extent of subsequent excavation lift shall be within the horizontal extent of the overlying structurally complete wall section. Between the ends of the overlying structurally complete wall section and the ends of the subsequent excavation lift, temporary slopes of at least 2:1 horizontal:vertical shall be constructed to prevent sloughing or failure of the temporary slopes.

No excavation shall proceed to the next underlying excavation lift until the portion of wall in the current excavation lift is structurally complete. A portion of anchor wall shall be considered structurally complete when:

- A Anchor construction has been completed.
- B Reinforced shotcrete facing has been installed.
- C Anchor grout and shotcrete facing have been cured for at least 72 hours or has attained the minimum compressive strength shown on the plans.
- D The anchor facing anchorage has been attached.
- E The representative anchor tests have been completed for that portion of wall.
- F The anchor test results have been reviewed and accepted in writing by the Engineer.

Measurement and Payment

Excavation and backfill for rock anchored wall and deadman anchor construction will be measured and paid for as structure excavation (anchored wall) and structure backfill (anchored wall).

Full compensation for working drawings and supplements, and for furnishing, constructing and removing working berms and stabilizing berms, if required, for anchored wall construction shall be considered as included in the contract price paid per cubic meter for structure excavation (anchored wall) and no additional compensation will be allowed therefor.

Full compensation for shotcrete used to fill voids created by the removal of cobbles and boulders or other obstructions shall be considered as included in the contract price paid per cubic meter for shotcrete and no additional compensation will be allowed therefor.

10-1.34 ROCK ANCHOR AND DEADMAN ANCHOR ASSEMBLIES

Rock anchor assemblies, test rock anchor assemblies, and deadman anchor assemblies consisting of drilling holes in natural foundation materials, installing and grouting steel bars in drilled holes or permanent casings, anchorage systems, centralizers, and testing of test rock anchor assemblies, shall conform to the details shown on the plans, the provisions of the Standard Specifications, and these special provisions.

Attention is directed to "Anchored Wall Earthwork" of these special provisions.

Attention is directed to Section 7-1.11, "Preservation of Property," of the Standard Specifications. The existing culverts, as shown on the plans, shall be protected from damage due to the Contractor's operations.

WORKING DRAWINGS

The Contractor shall submit a complete working drawing submittal for rock and deadman anchor assemblies to the Division of Structure Design (DSD) in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. All working drawings for anchor assemblies shall be 559 mm by 864 mm in size. For initial review, 5 sets of drawings shall be submitted. After review, between 6 and 12 sets, as requested by the Engineer, shall be submitted to DSD for final approval and use during construction.

Working drawing submittals for anchor assemblies shall show the contract number, structure number, full name of the structure as shown on the contract plans, and District-County-Route-Kilometer post on each drawing and calculation sheet. The Contractor's name, address, and phone and FAX numbers shall also be shown on the working drawings. Each working drawing sheet shall be numbered in the lower right hand corner of the sheet.

The working drawing submittal for deadman and rock anchor assemblies shall contain all information required for the construction and quality control of the anchored wall, including the following:

- A. The proposed schedule and detailed construction sequence of the installation and grouting of anchors, and the application of shotcrete.
- B. Complete details and specifications of the rock anchor assemblies, test rock anchor assemblies, and deadman anchor assemblies, including grout sock details, encapsulation materials and method of grouting the encapsulation, anchorage system, and type of packers or other appropriate devices to be used to ensure partial length grouting of

test rock anchors assemblies.

- C. Grout mix designs and procedures involved in testing grout.
- D. Grout placement procedures and equipment including minimum required cure time.
- E. Details of the equipment proposed for testing rock anchors , including jacking frame and appurtenant bracing, and the method and equipment for determining any displacement of the test rock anchors relative to the grout during application of test loads.
- F. Information on space requirements for installation equipment.
- G. Drilling methods and equipment.
- H. Details for the protection of existing culverts.

The working drawing submittal shall be stamped and signed by an engineer who is registered as a Civil Engineer in the State of California.

The Contractor shall allow the Engineer 6 weeks to review the anchor assembly working drawings after a complete submittal has been received. No rock anchor or deadman anchor assemblies shall be fabricated or installed until the Engineer has approved, in writing, the working drawing submittal for rock anchor and deadman anchor assemblies.

Should the Engineer fail to review the complete working drawing submittal within the time specified, and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the rock anchor or deadman anchor working drawing submittal, an extension of time commensurate with the delay in completion of the work thus caused will be granted in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

MATERIALS

The materials specified below shall be used for construction of rock anchor assemblies, deadman anchor assemblies, and test rock anchor assemblies.

Anchors

Rock anchors and deadman anchors shall conform to the requirements in ASTM Designation A 722, Grade 1030. The anchors shall be epoxy coated HS rod encapsulated full length in a grouted corrugated plastic sheathing, as shown on the plans. The rod shall be centered in the sheathing and the space between the sheathing and the bar shall be filled with grout. The epoxy coating shall have a minimum thickness of 305 μm .

Rock anchor assemblies shall be lengthened or additional rock anchor assemblies shall be installed when ordered by the Engineer. The lengthening or addition of rock anchor assemblies, when ordered by the Engineer, will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

The epoxy coating at the anchorage end of epoxy coated bars may be omitted for a maximum length of 150 mm. Metal surfaces of assembled splices of epoxy coated bars shall be epoxy coated.

HS Rods for use in rock anchor assemblies shall be epoxy coated in conformance with the provisions in Section 52-1.02B, "Epoxy-coated Bar Reinforcement," of the Standard Specifications and these special provisions.

Corrugated plastic sheathing shall be either polyvinyl chloride (PVC) or high density polyethylene (HDPE). The minimum sheathing wall thickness shall be 1.0 mm.

HDPE shall have a density between 0.940 and 0.960-g/cm³ when measured in conformance with the requirements in ASTM Designation: D 792, A-2.

The sheathing shall have sufficient strength to prevent damage during construction operations and shall be watertight, chemically stable without embrittlement or softening, and nonreactive with concrete.

Splicing of rock anchors shall be made only at the locations shown on the plans or at ends of rock anchors which the Engineer has ordered to be lengthened.

Test Rock Anchor

Test rock anchors shall be HS rods, and shall be of a size and grade determined by the Contractor.

Test rock anchor assemblies shall be lengthened or additional test rock anchor assemblies shall be installed when ordered by the Engineer. The lengthening or addition of test rock anchor assemblies, when ordered by the Engineer, will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

Test rock anchors need not be epoxy coated or encapsulated in grouted plastic sheathing.

Splicing of test rock anchors shall be made only at locations outside of the bonded length.

Anchorage System

Anchorage for rock anchors and deadman anchors shall conform to the details shown on the plans and the provisions in Section 75-1.02, "Miscellaneous Iron and Steel," of the Standard Specifications, except that nuts, washers, wedges, and bearing plates to be fully encased in concrete, grout, or shotcrete need not be galvanized.

Grout

Grout shall conform to the provisions in Section 50-1.09, "Bonding and Grouting," of the Standard Specifications. California Test 541 will not be required nor will the grout be required to pass through a screen with a 1.80-mm maximum clear opening prior to being introduced into the grout pump. Fine aggregate may be added to the grout mixture of portland cement and water in drilled holes 150 mm or greater in diameter, but only to the extent that the cement content of the grout is not less than 600 kilograms per cubic meter of grout. Fine aggregate, if used, shall conform to the provisions in Section 90-2, "Materials," and Section 90-3, "Aggregate Gradings," of the Standard Specifications. Grout with fine aggregate shall have a nominal penetration equal to or greater than 90 mm when measured in conformance with California Test 533, and shall have an air content of equal to or less than 2 percent when measured in conformance with California Test 504. Air entraining admixtures shall not be used for grout with fine aggregate.

The consistency of grout with fine aggregate shall be verified prior to use by producing a batch to be tested. The test batch shall be produced and delivered to the project under conditions and in time periods similar to those expected during the placement of grout in the rock anchors. Grout for the test batch shall be placed in an excavated hole or suitable container of adequate size to allow testing in conformance with California Test 533. The test batch shall demonstrate that the proposed grout mix achieves the specified nominal penetration. Upon completion of the testing, the grout shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

CONSTRUCTION

Rock anchors shall be installed in drilled holes in an expeditious manner so that caving or deterioration of the drilled hole does not occur. No portion of the drilled hole shall be left open for more than 60 minutes prior to rock anchor placement and grouting unless otherwise approved by the Engineer.

Difficult rock anchor and deadman anchor assembly construction is anticipated due to caving soils, cobbles and boulders, and bedrock materials.

Drilling

Drilling equipment shall be designed to drill straight and clean holes. The drilling method and the size and capability of the drilling equipment shall be as approved in the working drawings. Drill rigs shall have the capability of anchorage installation and grout placement through the use of drill casing or hollow-stem augers.

At locations where caving conditions are anticipated, sufficient casing and auger lengths shall be available on site to maintain uninterrupted installation of anchors.

At locations where hard drilling conditions such as rock, cobbles, boulders, or obstructions are anticipated, a down hole pneumatic hammer drill rig and drill bit shall be available on site to drill holes for rock anchor assemblies.

Drilled holes for walls shall not extend beyond the right-of-way or easement limits when shown on the plans or as specified in these special provisions.

Holes shall be drilled in the natural foundation materials. Holes for test rock anchor assemblies shall be of the same diameter as those for the production rock anchor assemblies they represent.

Holes shall be cleaned to remove material resulting from the drilling operations and to remove any other material that would impair the strength of the rock anchor assemblies or test rock anchor assemblies. Foreign material dislodged or drawn into the holes during construction of the assemblies shall be removed. Water for cleaning holes shall not be used, unless full hole length hollow-stem augers or casing is maintained in the same hole during cleaning and rock anchor assembly installation. Rock anchor assemblies and test rock anchor assemblies shall not be installed in the drilled holes until the holes have been inspected by the Engineer.

Installing Rock Anchors and Test Rock Anchors

Rock anchors and test rock anchors shall be installed in the drilled holes using centralizers. Centralizers shall adequately support the bar in the center of the drilled hole and shall be spaced at a maximum of 1.5 m on center along the length of the bar, and 0.5-m from the end of the bar.

Where the rock anchor cannot be completely inserted, the Contractor shall remove the bar and clean or redrill the hole to permit unobstructed installation. Partially installed bars shall not be driven or forced into the drilled hole and will be rejected. When open-hole drilling methods are being used, the Contractor shall have hole cleaning tools on-site suitable for cleaning drilled holes along their full length just prior to bar insertion and grouting.

Grouting

The length of drilled hole shall be verified and recorded by the Contractor before grouting.

Voids in the foundation material may be encountered along the length of the drilled hole which may affect drilling and grouting. Measures such as the use of a "grout sock" may be necessary to avoid the excessive loss of grout into the voids encountered.

Grout shall be injected at the low end of the drilled hole and shall fill the drilled hole with a dense grout free of voids or inclusion of foreign material. Cold joints shall not be used in grout placement. Rock anchors shall be grouted full length.

Only the bonded length of test rock anchors shall be initially grouted. Initial grouting shall be confined to the bonded length by packers or other approved devices. For test rock anchors, grouting of the remainder of the drilled hole shall not be done until pullout tests have been completed and approved by the Engineer.

After placing the grout for rock anchors and test rock anchors, they shall remain undisturbed for the cure time stated in the approved rock anchor working drawings.

Securing Rock Anchors

Any remaining void at the exterior end of a drilled hole in a vertical excavation surface for a rock anchor assembly shall be filled with shotcrete and the rock anchor secured at the face of the shotcrete. The steel bearing plate shall be seated with full bearing on the shotcrete surface and the nut for the soil nail shall be hand tightened before the initial set of the shotcrete. The nut shall be made wrench tight after the shotcrete has set for 24 hours, unless a shorter time is approved by the Engineer.

Securing Test Rock Anchors

Testing shall be performed against a temporary bearing yoke. Test loads transmitted through the temporary bearing yoke shall not cause displacement or sloughing of the soil surrounding the drilled hole.

TESTING

Test rock anchor assemblies shall be pullout tested by the Contractor in the presence of the Engineer. A pullout test shall consist of incrementally loading the assembly until either the pullout test load has been held for one minute or the total measured movement of the rock anchor exceeds 50 mm for a test anchor with an embedment length less than 16 m or the total measured movement exceeds 65 mm for a test anchor with an embedment length greater than or equal to 16 m, at which point the load shall be recorded as part of the test data and submitted to the Engineer at the conclusion of each test.

The Contractor shall monitor and record total movement of the test rock anchor relative to the grout during application of the test load.

Applied test loads shall be determined by using either a calibrated pressure gage or a load cell. Movements of the end of the rock anchor, relative to an independent fixed reference point, shall be measured and recorded to the nearest 25 μ m at each increment of load, including the ending alignment load, during the load tests.

The pressure gage shall have an accurately reading dial at least 150 mm in diameter. Each jack and its gage shall be calibrated as a unit with the cylinder extension in the approximate position that it will have at final jacking force, and shall be accompanied by a certified calibration chart. Each jack and pressure gage assembly shall be calibrated in conformance with Section 50-1.08, "Prestressing," of the Standard Specifications. The load cell shall be calibrated and shall be provided with an indicator capable of measuring the test load in the rock anchor. The range of the load cell shall be such that the lower 10 percent of the manufacturer's rated capacity will not be used in determining the jacking force.

The test load may be verified by State forces with either State-furnished load cells or pressure cells, or with State-furnished Vibra-Tension equipment operated in conformance with the requirements of California Test 677. The Contractor shall provide sufficient labor, equipment, and material to install and support such testing equipment at the rock anchors and to remove the testing equipment after the testing is complete, as ordered by the Engineer.

The pullout test procedures shall conform to the following:

- A. The pullout test shall be conducted by measuring and recording the test load applied to the test rock anchor and the test rock anchor end movement at each load listed in the following loading schedule.

PULLOUT TEST LOADING SCHEDULE

AL
0.20M
0.30M
0.40M
0.50M
0.60M
0.70M
0.80M
0.90M
1.00M (PULLOUT TEST LOAD)
AL

(M = MAXIMUM TEST LOAD (kN) = 0.0141 σ_b D)

Where σ_b =Ultimate bond stress between grout and drilled hole as shown on the plans, in kPa; and D=actual drilled hole diameter, in millimeters.

(AL = ALIGNMENT LOAD = 0.1M)

- B. Each increment of load shall be applied in less than one minute and held for at least one minute but not more than 2 minutes, except that the load equal to 0.70M shall be held for 10 minutes. During the 10-minute load hold, the movement of the end of the rock anchor shall be measured at 1, 2, 3, 4, 5, 6, and 10 minutes. The observation period for the 10-minute load hold shall start when the pump begins to apply the increment of load from 0.60M to 0.70M. If the creep movement measured between one minute and 10 minutes at 0.70M is less than one mm, the load shall continue to be increased incrementally to 1.00M, then reduced to the ending alignment load. The test rock anchor assembly shall be considered acceptable if 1) the creep movement measured between one minute and 10 minutes is less than one mm, 2) the total measured movement is greater than 80 percent of the theoretical elastic elongation of the test anchor unbonded length at the 1.0M load, and 3) the total measured movement is less than 50 mm for a test anchor with an embedment length less than 16 m or the total measured movement is less than 65 mm for a test anchor with an embedment length greater than or equal to 16 m.
- C. If the load of 0.70M cannot be maintained for 10 minutes with one mm or less creep movement, the 0.70M load shall be maintained for an additional 50 minutes. Total movement shall be measured at 15, 20, 25, 30, 45, and 60 minutes. If the test load is held for 60 minutes, a creep curve showing the creep movement between 10 minutes and 60 minutes shall be plotted as a function of the logarithm of time. If the creep curve plotted from the movement data indicates a creep rate of less than 2.0 mm for the last log cycle of time, the load shall continue to be increased incrementally to 1.00M, then reduced to the ending alignment load. The test rock anchor assembly shall be considered acceptable if 1) the creep curve plotted from the movement data indicates a creep rate of less than 2.0 mm for the last log cycle of time, 2) the total measured movement is greater than 80 percent of the theoretical elastic elongation of the test anchor unbonded length at the 1.0M load, and 3) the total measured movement is less than 50 mm for a test anchor with an embedment length less than 16 m or the total measured movement is less than 65 mm for a test anchor with an embedment length greater than or equal to 16 m.
- D. The rock anchor shall be unloaded only after completion of the test.

Test rock anchors that fail to meet acceptance criteria shall be extracted when requested by the Engineer. Full compensation for extracting test rock anchors shall be considered as included in the contract price paid per meter for rock anchor assembly, and no separate payment will be made therefor.

The Contractor shall furnish to the Engineer complete test results for each rock anchor assembly tested. Data for each test shall list key personnel, test loading equipment, test rock anchor location, hole diameter and depth, bond length, type of soil, method of drilling, and amount of ground water encountered within the bond length. Test data shall also include the dates and times of drilling, test rock anchor installation, grouting, and testing. The test load and amount of displacement shall be included in the test data when any displacement of the test rock anchor relative to the grout occurs during application of the test load.

MEASUREMENT

Rock anchor assembly and test rock anchor assembly will be measured and paid for by the meter. The length to be paid for will be the length of rock anchor assembly or test rock anchor assembly measured along the bar centerline from the back face of shotcrete to the tip end shown on the plans or ordered in writing by the Engineer.

PAYMENT

The contract price paid per meter for rock anchor assembly (epoxy coated) and deadman anchor assembly (epoxy coated) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in constructing the anchor assemblies including protecting the existing culverts from damage, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Test rock anchor assemblies will be paid for as rock anchor assembly (epoxy coated).

Full compensation for testing of the test rock anchor assemblies shown on the plans shall be considered as included in the contract price paid per meter for rock anchor assembly (epoxy coated), and no separate payment will be made therefor.

Full compensation for repair of all damage to existing structures, restoration of grade in subsided areas, and all other damage done by anchor assembly construction shall be considered as included in the contract price paid per meter for rock anchor assembly (epoxy coated), and no additional compensation will be allowed therefor.

Full compensation for furnishing, installing, and removing casing shall be considered as included in the contract price paid per meter for rock anchor assembly, and no additional compensation will be allowed therefor.

The quantities of trial batch grout will not be included in any contract item of work, and full compensation for furnishing, producing, and disposing of trial batches shall be considered as included in the contract price paid per meter for rock anchor assembly, and no additional compensation will be allowed therefor.

The contract price paid per cubic meter for structural concrete, barrier slab shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in constructing the barrier slab, complete in place, including earthwork and bar reinforcing, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

The contract price paid per cubic meter for structural concrete, deadman beam shall include full compensation for furnishing all labor, materials, including bar reinforcing steel, tools, equipment, and incidentals, and for doing all the work involved in constructing the deadman beam, complete in place except for deadman beam earthwork, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.35 MOVE-IN/MOVE-OUT (EROSION CONTROL)

Move-in/move-out (erosion control) shall include moving onto the project when an area is ready to receive erosion control as determined by the Engineer, setting up all required personnel and equipment for the application of erosion control materials and moving out all personnel and equipment when erosion control in that area is completed.

When areas are ready to receive applications of erosion control (TypeBFM), as determined by the Engineer, the Contractor shall begin erosion control work in that area within 5 working days of the Engineer's notification to perform the erosion control work.

Attention is directed to the requirements of erosion control (TypeBFM) elsewhere in these special provisions.

Quantities of move-in/move-out (erosion control) will be determined as units from actual count as determined by the Engineer. For measurement purposes, a move-in followed by a move-out will be considered as one unit.

The contract unit price paid for move-in/move-out (erosion control) shall include full compensation for furnishing all labor, materials (excluding erosion control materials), tools, equipment, and incidentals and for doing all the work involved in moving in and removing from the project all personnel and equipment necessary for application of erosion control (Type BFM), as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

No adjustment of compensation will be made for any increase or decrease in the quantities of move-in/move-out (erosion control) required, regardless of the reason for the increase or decrease. The provisions in Section 4-1.03B, "Increased or Decreased Quantities," of the Standard Specifications shall not apply to the item of move-in/move-out (erosion control).

10-1.36 EROSION CONTROL (TYPE BFM)

Erosion control (Type BFM) shall conform to the provisions in Section 20-3, "Erosion Control," of the Standard Specifications and these special provisions and shall consist of applying erosion control materials to embankment and excavation slopes and other areas disturbed by construction activities.

Erosion control (Type BFM) shall be applied when an area is ready to receive erosion control as determined by the Engineer and in conformance with the provisions in "Move-in/Move-out (Erosion Control)" of these special provisions.

If the slope on which the erosion control is to be placed is finished during the rainy season as specified in "Water Pollution Control" of these special provisions, the erosion control shall be applied immediately to the slope.

Prior to installing erosion control materials, soil surface preparation shall conform to the provisions in Section 19-2.05, "Slopes," of the Standard Specifications.

Prior to application the Engineer will designate the ground location of erosion Control (Type BFM) in increments of one hectare by directing the placing of stakes or other suitable markers. The Contractor shall furnish all labor, materials and transportation required to adequately indicate the various locations. Attention is directed to "Order of Work" of these special provisions regarding pre-measurement of areas to receive erosion control (Type BFM) prior to application.

MATERIALS

Materials shall conform to the provisions in Section 20-2, "Materials," of the Standard Specifications and these special provisions.

Seed

Seed shall conform to the provisions in Section 20-2.10, "Seed," of the Standard Specifications. Individual seed species shall be measured and mixed in the presence of the Engineer.

A minimum of 10 days prior to seed application, seed shall be delivered to the job site in unopened separate containers with the seed tag attached so that seed samples can be taken. Containers without seed tags attached will not be accepted. For each seed lot greater than 1 kg {2 pounds}, a sample of approximately 30 g {one ounce} or 60 ml {1/4 cup} of seed will be taken from the seed lot by the Engineer.

Legume seed shall be pellet-inoculated or industrial-inoculated and shall conform to the following:

- A. Inoculated seed shall be inoculated in conformance with the provisions in Section 20-2.10, "Seed," of the Standard Specifications.
- B. Inoculated seed shall have a calcium carbonate coating.
- C. Industrial-inoculated seed shall be inoculated with Rhizobia and coated using an industrial process by a manufacturer whose principal business is seed coating and seed inoculation.
- D. Industrial-inoculated seed shall be sown within 180 calendar days after inoculation.

Legume and non-legume seed shall consist of the following:

COASTAL SAGE SCRUB (CSS)

Botanical Name (Common Name)	Percent Germination (Minimum)	Kilograms Pure Live Seed Per Hectare (Slope Measurement)
Lotus purshianus (Spanish clover)	35	3.0
Lotus scoparius (Deerweed)	40	4.0
Lupinus bicolor (Pigmy-leaved lupine)	42	3.0
Cryptantha intermedia (Clearwater cryptantha)	25	0.2
Eriogonum fasciculatum (California buckwheat)	10	1.0
Eriogonum fasciculatum (California buckwheat)	35	1.0
Lasthenia californica (Dwarf goldfields)	25	0.5
Mimulus aurantiacus (Sticky monkeyflower)	30	0.1
Nassella pulchra (Purple needlegrass)	40	5.0
Phacelia cicutaria (Caterpillar phacelia)	40	5.0
Salvia apiana (White sage)	15	1.0
Salvia mellifera (Black sage)	25	2.0

CHAPARRAL (CHAP)

Botanical Name (Common Name)	Percent Germination (Minimum)	Kilograms Pure Live Seed Per Hectare (Slope Measurement)
Lotus purshianus (Spanish clover)	35	4.0
Lotus scoparius (Deerweed)	40	4.0
Artemisia californica (California sagebrush)	5	0.50
Cercocarpus betuloides (Mountain Mahogany)	20	1.0
Ericameria pinifolius (Pinebush)	1	0.05
Eriodictyon tricocalyx (Hairy yerba santa)	5	0.20
Eriogonum fasciculatum (California buckwheat)	10	1.0
Eriogonum gracile (Slender buckwheat)	8	0.40
Gutierrezia californica (Matchweed)	1	0.05
Lepidospartum squamatum (California broomsage)	4	0.30
Malacothamnus fasciculatus (Chaparral Mallow)	5	0.50
Salvia apiana (White sage)	15	1.0
Salvia mellifera (Black sage)	20	2.0
Vulpia microstachys (Small fescue)	40	4.0
Yucca whipplei (Chaparral yucca)	30	1.0

OAK WOODLAND (OW)

Botanical Name (Common Name)	Percent Germination (Minimum)	Kilograms Pure Live Seed Per Hectare (Slope Measurement)
Lotus purshianus (Spanish clover)	35	3.0
Lotus scoparius (Deerweed)	40	4.0
Lupinus bicolor (Pigmy-leaved lupine)	45	3.0
Lupinus hirsutissimus (Stinging lupine)	40	1.0
Cryptantha muricata (Prickly popcorn flower)	5	0.2
Eirophyllum confertiflorum (Golden yarrow)	35	0.30
Eschscholzia californica (California poppy)	40	1.0
Gnaphalium californicum (California cudweed)	1	0.05
Helianthus annuus (common sunflower)	40	1.0
Lasthenia californica (dwarf goldfields)	25	0.50
Leymus condensatus (Giant wild rye)	35	1.0
Mimulus aurantiacus (Sticky monkey flower)	30	0.05
Nassella pulchra (purple needlegrass)	40	5.0
Phacelia cicutaria (caterpillar phacelia)	40	0.25
Phacelia distans (Fern leaf phacelia)	40	0.20
Salvia columbariae (Chia)	32	1.0
Vulpia microstachys Small fescue	40	4.0

*Seed produced in Orange County only.

Bonded Fiber Matrix

Fiber shall conform to the provisions in Section 20-2.07, "Fiber," of the Standard Specifications and these special provisions. Fiber shall be long strand, whole wood fibers, thermo-mechanically processed from clean, whole wood chips, containing a minimum of 25 percent at 10 mm long, with a minimum of 50 percent retained on a 710 µm sieve. The wood chips shall not contain lead paint, printing ink, varnish, petroleum products, seed germination inhibitors, or chlorine bleach. Fiber shall not be produced from sawdust, cardboard, paper, or paper by-products.

A coloring agent shall be added to the fiber to contrast with the area on which it is applied. The coloring agent shall not include copper, mercury, or arsenic, and shall be biodegradable and nontoxic.

The ratio of fiber to water shall be as required to facilitate even application of the material.

Tackifier shall be bonded to the fiber or prepackaged with the fiber by the manufacturer. Tackifier shall conform to the provisions in Section 20 -2.11, "Stabilizing Emulsion," of the Standard Specifications, and shall be nonflammable, non-toxic to plants and animals, and shall have no germination or growth inhibiting factors.

The tackifier shall be a combination of a cross-linked polymer and an organic, high viscosity colloidal polysaccharide with activating agents, or a blended hydrocolloid-based binder. The tackifier, including activating agents and additives, shall be a minimum of 10 percent by weight of the fiber. The tackifier shall not dissolve or disperse upon rewetting.

Compost

The compost producer shall be fully permitted in accordance with requirements of the California Integrated Waste Management Board (CIWMB), Local Enforcement Agencies (LEA) and any other State and Local Agencies that regulate Solid Waste Facilities. If exempt from state permitting requirements, the composting facility shall certify that it follows all guidelines and procedures for production of compost meeting the environmental health standards of Title 14, California Code of Regulations, Division 7, Chapter 3.1, Article 7.

The compost producer shall be a participant in United States Composting Council’s (“USCC”) Seal of Testing Assurance (“STA”) program.

At Contractor's option, compost shall be derived from any single, or mixture of the following feedstock materials:

- A. Green material consisting of chipped, shredded, or ground vegetation; or clean processed recycled wood products.
- B. Class A, exceptional quality biosolids composts, conforming to the requirements in United States Environmental Protection Agency (EPA) regulation 40 CFR, Part 503b.
- C. Manure.

Feedstock materials shall be composted to reduce weed seeds, pathogens and deleterious materials in conformance with Title 14, California Code of Regulations, Division 7, Chapter 3.1, Article 7, Section 17868.3

Compost shall not be derived from mixed municipal solid waste and shall be reasonably free of visible contaminants. Compost shall not contain paint, petroleum products, herbicides, fungicides or any other chemical residues harmful to animal life or plant growth. Compost shall possess no objectionable odors.

Metal concentrations in compost shall not exceed the maximum metal concentrations listed in Title 14, California Code of Regulations, Division 7, Chapter 3.1, Section 17868.2.

Compost shall conform with the following:

Table 1 – Physical/Chemical Requirements		
Property	Test Method	Requirement
pH	TMECC 04.11-A, “1:5 Slurry pH”	6.0–8.0
Soluble Salts	TMECC 04.10-A, “1:5 Slurry Method, Mass Basis”	0-5.0 dS/m
Moisture Content	TMECC 03.09-A "Total Solids and Moisture at 70+/- 5 degrees C”	40-55%
Organic Matter Content	TMECC 05.07-A, “Loss-On-Ignition Organic Matter Method”	25–65% (dry mass)
Maturity (Bioassay)	TMECC 05.05-A, “Seedling Emergence and Relative Growth”	> 80%
Stability (Respirometry)	TMECC 05.08-B, “Carbon Dioxide Evolution Rate”	8 or below
Particle Size	TMECC (1) 02.02-B, “Sample Sieving for Aggregate Size Classification”	95% passing (5/8 in.) 15.8mm. 70% passing (3/8 in.) 9.5mm.
Pathogen (Fecal Coliform)	TMECC 07.01-B, “Fecal Coliforms”	Pass
Physical Contaminants (Man-made Inerts)	Dry Weight Basis	< 1%
Trace Metals	TMECC 04.06, “Heavy Metals and Hazardous Elements”: 04.06-As, Arsenic 04.06-Cd, Cadmium 04.06-Cu, Copper 04.06-Pb, Lead 04.06-Hg, Mercury 04.06-Mo, Molybdenum 04.06-Ni, Nickel 04.06-Se, Selenium 04.06-Zn, Zinc	Pass

(1) “Test Methods for the Examination of Composting and Compost,” published by the United States Department of Agriculture and the United States Compost Council (USCC).

Prior to compost application, the Contractor shall provide the Engineer with a copy of the compost producer's Compost Technical Data Sheet and a copy of the compost producers STA certification.. The Compost Technical Data Sheet shall include laboratory analytical test results, directions for product use, and a list of product ingredients.

Prior to compost application, the Contractor shall provide the Engineer with a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications.

Stabilizing Emulsion

Stabilizing emulsion shall conform to the provisions in Section 20-2.11, "Stabilizing Emulsion," of the Standard Specifications and these special provisions.

Stabilizing emulsion shall be readily biodegradable and nontoxic to plant, animal or aquatic life.

Stabilizing emulsion shall be in a dry powder form, may be reemulsifiable, and shall be a processed organic adhesive used as a soil tackifier.

APPLICATION

Prior to application, a Certificate of Compliance for erosion control (Type BFM) shall be furnished to the Engineer in accordance with the provisions in Section 6-1.07, "Certificates of Compliance" of the Standard Specifications. The Certificate of Compliance shall include a list of pollutant indicators and potential pollutants not visually detectable as described under "Sampling and Analysis Plan for Non-Visible Pollutants" in the Storm Water Pollution Prevention Plan and Water Pollution Control Program Preparation Manual of the Storm Water Quality Handbooks issued by the Department.

Hydroseeding equipment shall be used to apply erosion control (Type BFM) to all disturbed soil surfaces. Erosion control (Type BFM) shall be applied from 2 or more directions to avoid shadowing effects; forming a continuous mat without gaps between the mat and the soil surface. Erosion control (Type BFM) shall be applied in layers to avoid slumping and to aid drying. Unless manufacturer guidelines allow for application during wet weather, materials shall be applied during dry weather, with a minimum of 24 hours of dry weather between completion of material application and predicted precipitation.

Erosion control (Type BFM) materials shall be applied in a single application:

Apply the following mixture at the specified rates within 60 minutes after adding seed to the mixture:

Material	Pounds Per Acre (Slope Measurement)	Kilograms Per Hectare (Slope Measurement)
Seed	28.9	25.8
Compost	2000	1785
Fiber and Tackifier (Bonded Fiber)	1500-2000	1800-2400

The ratio of water to fiber and tackifier in the mixture shall be as recommended by the manufacturer. The proportions of various erosion control materials may be changed by the Engineer to meet field conditions.

The Contractor shall provide written documentation certifying erosion control (Type BFM) was applied in accordance with specified rates, including area of application, time of application, and quantities used.

MAINTENANCE

Erosion control (Type BFM) shall be reapplied when the area treated exhibits visible erosion. Erosion control (Type BFM) shall be reapplied by the Contractor within 24 hours of identifying visible erosion, unless otherwise approved by the Engineer.

Monitoring for pollutants not visually detectable in storm water is required by the General Construction NPDES Permit for soil amendments, including soil stabilization products.

MEASUREMENT AND PAYMENT

The quantity of erosion control (Type BFM) to be paid for will be measured by the square meter as determined from measurements along the slope of the actual areas covered by the erosion control (Type BFM)

The contract price paid per square meter for erosion control (type BFM) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in applying erosion control (type BFM), complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.37 IMPORTED TOPSOIL

Imported topsoil shall conform to the provisions in Section 20-2, "Materials," and Section 20-3, "Erosion Control," of the Standard Specifications.

10-1.38 TRANSPLANT NATIVE PLANTS

Transplanting native plants shall conform to the provisions in Section 20-4, "Highway Planting," of the Standard Specifications and these special provisions.

Native plants to be transplanted shall be removed and transplanted to their new locations as directed by the Engineer prior to performing other work within the location of the native plants.

Species to be transplanted occur in areas of steep topography.

The Contractor shall determine the methods to be used to transplant native plants, including removing, transporting, planting, guying, and maintaining the native plants. The Contractor shall submit a proposed plan for this work, in writing, to the Engineer prior to the start of the work. The proposed plan shall include, but not necessarily be limited to, root ball size, method of root ball containment, and maintenance programs for each native plant to be transplanted.

When native plants are planted, a root stimulant, approved by the Engineer, shall be applied to the roots of each native plant in conformance with the printed instructions of the root stimulant manufacturer. A copy of the instructions shall be furnished to the Engineer before applying any stimulant. Root stimulant to be used shall be submitted to the Engineer not less than 2 weeks prior to the stimulant's intended use. Root stimulants not approved by the Engineer shall not be used.

Holes resulting from the removal of transplanted native plants shall be backfilled the same day the native plants are removed. Soil from the surrounding area may be used to backfill these holes. The backfill shall be graded to conform with the adjacent existing grade.

Watering basins shall be constructed around each transplanted native plant.

Native plants to be transplanted shall be maintained from the time the native plants are removed to the time of acceptance of the contract, provided however, that the contract will not be accepted unless the native plants have been satisfactorily maintained for at least ___ working days after transplanting has been completed. The native plants shall be watered and fertilized as necessary to maintain the native plants in a healthy condition. Trash, debris and weeds within basins, including the basin walls, shall be removed and disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications. Weeds shall be removed by hand pulling before the weeds exceed 50 mm in length. Pesticides shall not be used.

The contract unit price paid for transplant native plants shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in transplanting native plants, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.39 ASPHALT CONCRETE

Asphalt concrete shall be Type A and shall conform to the provisions in Section 39, "Asphalt Concrete," of the Standard Specifications and these special provisions.

Asphalt concrete base shall be Type A and shall conform to the provisions in Section 39, "Asphalt Concrete," of the Standard Specifications and these special provisions.

Open graded asphalt concrete may be placed when the atmospheric temperature is below 20°C, but above 13°C, provided the following requirements are met:

- A. The aggregate grading shall be 12.5-mm maximum.
- B. Open graded asphalt concrete shall not be placed in a windrow or stockpile. Open graded asphalt concrete shall be transferred directly from the hauling vehicle to the asphalt paver hopper.
- C. Open graded asphalt concrete shall be not less than 30 mm in compacted thickness.
- D. Immediately prior to adding the asphalt binder to the open graded asphalt concrete mixture, the temperature of the aggregate shall be not more than 135°C. Open graded asphalt concrete shall be spread at a temperature of not less than 105°C measured in the hopper in the asphalt paver.
- E. The compaction operation shall be such that the maximum distance between the asphalt paver and the initial breakdown rolling shall be no greater than 15 m.
- F. During the placement of open graded asphalt concrete, the speed of the asphalt paver shall not exceed 10 m per minute.
- G. The Contractor shall cover loads of open graded asphalt concrete with tarpaulins. The tarpaulins shall completely cover exposed open graded asphalt concrete in the hauling vehicle until the open graded asphalt concrete has been completely transferred into the asphalt paver hopper.

The grade of asphalt binder to be mixed with aggregate for Type A asphalt concrete and Type A asphalt concrete base shall be Grade PG 64-10 conforming to the provisions in Section 92, "Asphalts," of the Standard Specifications.

The amount of asphalt binder used in asphalt concrete placed in dikes, and downdrains shall be increased one percent by mass of the aggregate over the amount of asphalt binder determined for use in asphalt concrete placed on the traveled way.

The asphalt content of the asphalt mixture will be determined in conformance with the requirements in California Test 379, or in conformance with the requirements in California Test 382.

Paint binder (tack coat) shall be applied to existing surfaces to be surfaced and between layers of asphalt concrete, except when eliminated by the Engineer.

Paint binder (tack coat) shall be, at the option of the Contractor, either slow-setting asphaltic emulsion or rapid-setting asphaltic emulsion. Slow-setting asphaltic emulsion and rapid-setting asphaltic emulsion shall conform to the provisions in Section 39-4.02, "Prime Coat and Paint Binder (Tack Coat)," and the provisions in Section 94, "Asphaltic Emulsions," of the Standard Specifications.

Paint binder (tack coat) shall be applied in the liter per square meter range limits specified for the surfaces to receive asphalt concrete in the tables below. The exact application rate within the range will be determined by the Engineer.

Application Rates for Asphaltic Emulsion Paint Binder (Tack Coat) on Asphalt Concrete (except Open Graded) and on Portland Cement Concrete Pavement (PCCP)		
Type of surface to receive paint binder (tack coat)	Slow-Setting Asphaltic Emulsion L/m ² (Note A)	Rapid-Setting Asphaltic Emulsion L/m ² (Note B)
Dense, compact surfaces, between layers, and on PCCP	0.20 – 0.35	0.10 – 0.20
Open textured, or dry, aged surfaces	0.35 – 0.90	0.20 – 0.40

Note A: Slow-setting asphaltic emulsion is asphaltic emulsion diluted with additional water. Water shall be added and mixed with the asphaltic emulsion (containing up to 43 percent water) so the resulting mixture contains one part asphaltic emulsion and not more than one part added water. The water shall be added by the emulsion producer or at a facility that has the capability to mix or agitate the combined blend.

Note B: Undiluted rapid-setting asphaltic emulsion.

Application Rates for Asphaltic Emulsion Paint Binder (Tack Coat) on Open Graded Asphalt Concrete		
Type of surface to receive paint binder (tack coat)	Slow-Setting Asphaltic Emulsion L/m ² (Note A)	Rapid-setting Asphaltic Emulsion L/m ² (Note B)
Dense, compact surfaces and between layers	0.25 – 0.50	0.10 – 0.25
Open textured, or dry, aged surfaces	0.50 – 1.10	0.25 – 0.55

Note A: Slow-setting asphaltic emulsion is asphaltic emulsion diluted with additional water. Water shall be added and mixed with the asphaltic emulsion (containing up to 43 percent water) so the resulting mixture contains one part asphaltic emulsion and not more than one part added water. The water shall be added by the emulsion producer or at a facility that has the capability to mix or agitate the combined blend.

Note B: Undiluted rapid-setting asphaltic emulsion.

When asphaltic emulsion is used as paint binder (tack coat), asphalt concrete shall not be placed until the applied asphaltic emulsion has completely changed color from brown to black.

Asphalt concrete and asphalt concrete base placed in layers of 45 mm or less in compacted thickness or widths of less than 1.5 m shall be spread and compacted with the equipment and by the methods conforming to the provisions in Section 39, "Asphalt Concrete," of the Standard Specifications. Other asphalt concrete shall be compacted and finished in conformance with the provisions in Section 39 and the following:

- A. The provisions in Section 39-5.02, "Compacting Equipment," of the Standard Specifications shall not apply.
- B. The Contractor shall furnish a sufficient number of rollers to obtain the compaction specified in these special provisions and the surface finish required by the Standard Specifications and these special provisions.
- C. Rollers shall be equipped with pads and water systems that prevent sticking of asphalt mixtures to the pneumatic-tired or steel-tired wheels. A parting agent that will not damage the asphalt mixture may be used.
- D. The second paragraph in Section 39-6.01, "General Requirements," of the Standard Specifications shall not apply.
- E. Asphalt concrete and asphalt concrete base shall be compacted by any means to obtain the specified relative compaction before the temperature of the mixture drops below 65°C. Additional rolling to achieve the specified relative compaction will not be permitted after the temperature of the mixture drops below 65°C or once the pavement is opened to public traffic. When vibratory rollers are used as finish rollers the vibratory unit shall be turned off.

- F. The fifth and seventh through tenth paragraphs of Section 39-6.03, "Compacting," of the Standard Specifications shall not apply.
- G. Asphalt concrete and asphalt concrete base shall be compacted to a relative compaction of not less than 96.0 percent and shall be finished to the lines, grades, and cross section shown on the plans. In-place density of asphalt concrete and asphalt concrete base will be determined prior to opening the pavement to public traffic.
- H. Relative compaction will be determined by California Test 375.
- I. If the test results for a quantity of asphalt concrete or asphalt concrete base indicate that the relative compaction is below 96.0 percent, the Contractor will be notified. Asphalt concrete or asphalt concrete base spreading operations shall not continue until the Contractor has notified the Engineer of the adjustment that will be made in order to meet the specified relative compaction.
- J. If the test results for a quantity of asphalt concrete or asphalt concrete base indicate that the relative compaction is less than 96.0 percent, the asphalt concrete or asphalt concrete base represented by that quantity shall be removed, except as otherwise provided in these special provisions. If requested by the Contractor and approved by the Engineer, asphalt concrete or asphalt concrete base with a relative compaction of 93.0 percent or greater may remain in place and the Contractor shall pay to the State the amount of reduced compensation for the quantity with relative compaction less than 96.0 percent and greater than or equal to 93.0 percent. The Department will deduct the amount of reduced compensation from moneys due, or that may become due, the Contractor under the contract. The amount of reduced compensation the Contractor shall pay to the State will be calculated using the total tonnes in the quantity with relative compaction less than 96.0 percent and greater than or equal to 93.0 percent multiplied by the contract price per tonne for asphalt concrete or asphalt concrete base involved multiplied by the following compensation factors:

Relative Compaction (Percent)	Reduced Compensation Factor	Relative Compaction (Percent)	Reduced Compensation Factor
96.0	0.000	94.4	0.062
95.9	0.002	94.3	0.068
95.8	0.004	94.2	0.075
95.7	0.006	94.1	0.082
95.6	0.009	94.0	0.090
95.5	0.012	93.9	0.098
95.4	0.015	93.8	0.108
95.3	0.018	93.7	0.118
95.2	0.022	93.6	0.129
95.1	0.026	93.5	0.142
95.0	0.030	93.4	0.157
94.9	0.034	93.3	0.175
94.8	0.039	93.2	0.196
94.7	0.044	93.1	0.225
94.6	0.050	93.0	0.300
94.5	0.056		

At the Contractor's option longitudinal joints may be constructed using a device attached to the screed that will form a tapered notched wedge in a single pass. Longitudinal joints constructed with a tapered notched wedge shall be compacted to a minimum relative compaction of 93 percent. If longitudinal joints are constructed in this manner, the Contractor shall conduct quality control testing in conformance with the provisions in Section 6-3.02, "Testing By Contractor," of the Standard Specifications, and provide results that include the following:

- A. Relative compaction values of the completed longitudinal joints tested using a nuclear gauge which has been calibrated and correlated with core densities in conformance with the requirements in California Test 375 Parts 1 and 2.
- B. Nuclear density values taken at the rate of one test for each 200-meter section along the completed longitudinal joint. The Contractor shall select random locations for testing within each 200-meter section.
- C. Nuclear density values taken at the centerline of the completed longitudinal joint, 150 mm from the upper vertical notch after the adjacent lane is placed and prior to opening the pavement to traffic.
- D. Maximum density test results.
- E. Relative compaction values of the longitudinal joint determined as the ratio of the average of the nuclear density values taken from each 200-meter section and the maximum density test results.

Relative compaction values shall be determined each day the joint is completed and delivered to the Engineer within 24 hours of testing. If the relative compaction of one day's production is less than 90 percent, placement of the tapered notched wedge shall not continue until the Contractor has notified the Engineer of the adjustment that will be made in order to meet the specified relative compaction. If the relative compaction for 3 day's production is less than 90 percent, the Contractor shall notify the Engineer and suspend use of the tapered notched wedge device.

The Engineer will determine relative compaction values for the completed longitudinal joint at the completion of paving as follows:

- A. The Engineer will determine relative compaction by using 150-mm diameter cores obtained within the 0.3-m section of pavement at the completed longitudinal joint.
- B. The Contractor shall obtain two 150-mm diameter cores taken 150 mm from the upper vertical notch of the completed longitudinal joint for every 1000 m along the completed longitudinal joint at locations designated by the Engineer. Cores shall be obtained after the adjacent lane is placed and prior to opening the pavement to traffic. Cores shall be obtained in the presence of the Engineer and shall be marked to identify the test sites.
- C. The Contractor shall deliver the cores to the Engineer. One core will be used for determination of the relative density and one core will be used for dispute resolution.
- D. The Engineer will determine the bulk specific gravity of the cores in conformance with the requirements of California Test 308 Method A.
- E. Relative compaction will be calculated as the ratio of the average of the core densities from each day's production to the maximum density test value determined in conformance with California Test 375, Part 6.

Quantities of asphalt concrete placed in the completed longitudinal joint that fail to meet the relative compaction requirements of these special provisions will be subject to reduced compensation. The reduction in compensation shall be determined as follows:

- A. Quantity = 0.3 m x 1000 m x (thickness of the layer placed) x (maximum density test value) x (relative compaction value).
- B. Reduction in compensation = Quantity x (reduction factor) x (contract item price).
- C. The reduction factor will be determined using the following table:

Relative Compaction (Percent)	Reduced Compensation Factor	Relative Compaction (Percent)	Reduced Compensation Factor
93.0	0.000	91.4	0.062
92.9	0.002	91.3	0.068
92.8	0.004	91.2	0.075
92.7	0.006	91.1	0.082
92.6	0.009	91.0	0.090
92.5	0.012	90.9	0.098
92.4	0.015	90.8	0.108
92.3	0.018	90.7	0.118
92.2	0.022	90.6	0.129
92.1	0.026	90.5	0.142
92.0	0.030	90.4	0.157
91.9	0.034	90.3	0.175
91.8	0.039	90.2	0.196
91.7	0.044	90.1	0.225
91.6	0.050	90.0	0.300
91.5	0.056		

Quantities of asphalt concrete placed in the completed longitudinal joint that meet the relative compaction requirements of these special provisions will not be measured as part of the quantity of asphalt concrete placed in the paved lane and will not be subject to reduced compensation or removal as determined by the relative compaction of the lane widths involved.

In addition to the cores taken every 1000 m along the completed longitudinal joint, the Contractor shall take 150-mm diameter cores every 3000 m approximately 0.9-m and 2.7 m perpendicular from the 1000 m core test sites. Cores may be taken on either side of the completed longitudinal joint. The Contractor shall mark core samples to identify the test sites.

The Contractor shall determine the bulk specific gravity of each core in conformance with California Test 308 Method A and relative compaction as specified in these special provisions. Results of this testing shall be for reporting only.

Immediately prior to placing binder, pavement reinforcing fabric, and asphalt concrete surfacing, the pavement shall be cleaned of loose and extraneous materials such as, but not limited to, vegetation, sand, dirt, gravel and water.

Before placing the pavement reinforcing fabric, a binder of paving asphalt Grade PG 70-10 shall be applied uniformly to the surface to receive the pavement reinforcing fabric at a rate of not less than 1.15 L per square meter of surface covered. When pavement reinforcing fabric is placed in areas of conform tapers, the binder shall be spread at the approximate rate of 1.4 L per square meter of surface covered. The exact rate of application of asphalt binder will be determined by the Engineer.

Pavement reinforcing fabric shall not be placed in areas of conform tapers when the thickness of the overlying asphalt concrete will be less than 40 mm.

Asphalt concrete surfacing shall be placed over the pavement reinforcing fabric in the same work shift that the fabric is placed.

Pavement reinforcing fabric shall not be exposed to public traffic, Contractor's equipment or elements that will damage the fabric prior to placement of asphalt concrete surfacing.

Asphaltic emulsion shall not be substituted for paving asphalt binder for pavement reinforcing fabric.

Full compensation for cleaning pavement immediately in advance of placing binder, pavement reinforcing fabric, and asphalt concrete surfacing shall be considered as included in the contract price paid per square meter for pavement reinforcing fabric and no separate payment will be made therefor.

Aggregate for asphalt concrete dikes shall be in conformance with the provisions for 9.5-mm Maximum grading in Section 39-2.02, "Aggregate," of the Standard Specifications.

If the Contractor selects the batch mixing method, asphalt concrete shall be produced by the automatic batch mixing method in conformance with the provisions in Section 39-3.03A(2), "Automatic Proportioning," of the Standard Specifications.

If the finished surface of the asphalt concrete on Route 74 traffic lanes does not meet the specified surface tolerances, the surfacing shall be brought within tolerance by either (1) abrasive grinding (with fog seal coat on the areas which have been ground), (2) removal and replacement or (3) placing an overlay of asphalt concrete. The method will be selected by the Engineer. The corrective work shall be at the Contractor's expense.

If abrasive grinding is used to bring the finished surface to the specified surface tolerances, additional grinding shall be performed, as necessary, to extend the area ground in each lateral direction so that the lateral limits of grinding are at a constant offset from, and parallel to, the nearest lane line or pavement edge, and in each longitudinal direction so that the grinding begins and ends at lines normal to the pavement centerline, within any ground area. Ground areas shall be neat rectangular areas of uniform surface appearance. Abrasive grinding shall conform to the provisions in the first paragraph and the last 4 paragraphs in Section 42-2.02, "Construction," of the Standard Specifications.

In addition to the provisions in Section 39-5.01, "Spreading Equipment," of the Standard Specifications, asphalt paving equipment shall be equipped with automatic screed controls and a sensing device or devices.

When placing asphalt concrete to the lines and grades established by the Engineer, the automatic controls shall control the longitudinal grade and transverse slope of the screed. Grade and slope references shall be furnished, installed, and maintained by the Contractor. Should the Contractor elect to use a ski device, the minimum length of the ski device shall be 9 m. The ski device shall be a rigid one piece unit and the entire length shall be utilized in activating the sensor.

When placing the initial mat of asphalt concrete on existing pavement, the end of the screed nearest the centerline shall be controlled by a sensor activated by a ski device not less than 9 m long. The end of the screed farthest from centerline shall be controlled by an automatic transverse slope device set to reproduce the cross slope designated by the Engineer.

When paving contiguously with previously placed mats, the end of the screed adjacent to the previously placed mat shall be controlled by a sensor that responds to the grade of the previously placed mat and will reproduce the grade in the new mat within a 3-mm tolerance. The end of the screed farthest from the previously placed mat shall be controlled in the same way it was controlled when placing the initial mat.

Should the methods and equipment furnished by the Contractor fail to produce a layer of asphalt concrete conforming to the provisions, including straightedge tolerance, of Section 39-6.03, "Compacting," of the Standard Specifications, the paving operations shall be discontinued and the Contractor shall modify the equipment or methods, or furnish substitute equipment.

Should the automatic screed controls fail to operate properly during a day's work, the Contractor may manually control the spreading equipment for the remainder of that day. However, the equipment shall be corrected or replaced with alternative automatically controlled equipment conforming to the provisions in this section before starting another day's work.

10-1.40 MEDIAN RUMBLE STRIP (ASPHALT CONCRETE, GROUND-IN INDENTATIONS)

This work shall consist of constructing median rumble strips by grinding indentations in new asphalt concrete (open graded) surfacing as shown on the plans and as specified in these special provisions.

The method and equipment for constructing ground-in indentations shall be selected by the Contractor.

Median rumble strips shall not be constructed on structures or approach slabs.

Rumble strips shall be constructed within 50 mm of the required alignment. The grinding equipment shall be equipped with a sighting device that will enable the operator to maintain the alignment of the rumble strip.

Indentations shall not vary from the dimensions shown on the plans by more than 1.5 mm in depth or 10 percent in length and width.

Finished median rumble strips not meeting the specified tolerances shall be brought within tolerance by either abrasive grinding, or removal and replacement. The corrective method will be selected by the Engineer. Ground surface areas shall be neat and uniform in appearance. The corrective work shall be at the Contractor's expense.

Residue shall be removed from the roadbed by use of vacuum equipment. Residue from the removal operations shall not flow across the pavement nor flow into gutters or other drainage facilities. Residue shall be removed from pavement surfaces before the residue is dispersed by action of traffic or wind.

All removed material shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Fog seal coat, in conformance with the provisions in Section 37-1, "Seal Coats," of the Standard Specifications, shall be applied to the areas ground.

Median rumble strip (asphalt concrete, ground-in indentations) will be measured by the station along each median on which the rumble strip is constructed, without deductions for gaps between the indentations.

The contract price paid per station for median rumble strip (asphalt concrete, ground-in indentations) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in constructing median rumble strip (asphalt concrete, ground-in indentations), complete in place, including furnishing and applying fog seal coat to the actual ground areas, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.41 RUBBERIZED ASPHALT CONCRETE (TYPE G)

Rubberized asphalt concrete (Type G) shall consist of furnishing and mixing gap graded aggregate and asphalt-rubber binder and spreading and compacting the mixture. Type G rubberized asphalt concrete shall conform, except as otherwise provided, to the provisions for Type A asphalt concrete in Section 39, "Asphalt Concrete," of the Standard Specifications and these special provisions.

GENERAL

The Contractor shall furnish samples of aggregate to the Engineer in conformance with the provisions in Section 39-3.03, "Proportioning," of the Standard Specifications.

Aggregate for Type G rubberized asphalt concrete shall be of such quality that the optimum amount of asphalt-rubber binder to be mixed with the aggregate, as determined by the Engineer in conformance with the requirements in California Test 367 (as amended below), shall be a minimum of 7.0 percent by mass of dry aggregate and a maximum of 9.0 percent by mass of dry aggregate. Aggregates which result in an optimum asphalt-rubber binder content of less than 7.0 percent or more than 9.0 percent by mass of dry aggregate shall not be used. The Engineer will determine the exact amount of asphalt-rubber binder to be mixed with the aggregate in conformance with the requirements in California Test 367, except as follows:

- A. The specific gravity used in California Test 367, Section "B. Voids Content of Specimen," will be determined using California Test 308, Method A.
- B. California Test 367, Section "C. Optimum Bitumen Content," is revised as follows:
 1. Plot asphalt-rubber binder content versus void content for each specimen on Form TL-306 (Figure 3), and connect adjacent points with straight lines.
 2. From Figure 3 select the theoretical asphalt-rubber binder content that has 4.0 percent voids.
 3. Record the asphalt-rubber binder content in Step 2 as the Optimum Bitumen Content (OBC).
 4. To establish a recommended range, use the Optimum Bitumen Content (OBC) as the high value and 0.3 percent less as the low value. Notwithstanding, the recommended range shall not extend below 7.0 percent nor shall the high value to establish the recommended range be above 9.0 percent. If the OBC is 7.0 percent, then there shall be no recommended range, and 7.0 percent shall be the recommended value.
- C. Laboratory mixing and compaction shall be in conformance with the requirements of California Test 304, except that the mixing temperature of the aggregate shall be between 149°C and 163°C. The compaction temperature of the combined mixture shall be between 143°C and 149°C.

The rubberized asphalt concrete mixture, composed of the aggregate proposed for use and the optimum amount of asphalt-rubber binder as determined in conformance with the requirements in California Test 367 modified above, shall conform to the following quality requirements:

RUBBERIZED ASPHALT CONCRETE MIXTURE

Test Parameter	California Test	Requirement
Stabilometer Value, Minimum	304 and 366	23
Voids in Mineral Aggregate, Percent, Minimum	See Note	18

Note: Voids in mineral aggregate test shall be determined as described in Asphalt Institute Mix Design Methods for Asphalt Concrete (MS-2).

The asphalt-rubber binder content of the rubberized asphalt concrete (Type G) will be determined by extraction tests in conformance with the requirements in California Test 362, or will be determined in conformance with the requirements in California Test 379.

The Contractor shall furnish a Certificate of Compliance to the Engineer in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for each material used in asphalt-rubber binder and the asphalt-rubber binder mixture. The Certificate of Compliance shall certify that the material conforms to the provisions in these special provisions. When requested by the Engineer, the Contractor shall submit samples with the Certificate of Compliance. The Contractor shall provide the Engineer a Material Safety Data Sheet (MSDS) for each of the constituent components of the asphalt-rubber binder, for the completed mixture of asphalt-rubber binder and for the Type G rubberized asphalt concrete.

The Contractor shall provide a Certificate of Compliance for each truck load of crumb rubber modifier (CRM), paving asphalt, and asphalt modifier delivered to the project. The Quality Control Program used by the manufacturer of each ingredient shall include a sampling and testing frequency as shown below:

- A. CRM shall be tested, except for the grading requirement, at least once for every 225 tonnes of production, with a minimum of once for each project. CRM shall be tested for grading for every truck load delivered to the project.
- B. Paving asphalt shall be tested at least once for every 180 tonnes of production with a minimum of once for each project.
- C. Asphalt modifier shall be tested at least once for every 23 tonnes of production with a minimum of once for each project.
- D. A copy of the laboratory test results for the test parameters specified in these special provisions for CRM, paving asphalt, and asphalt modifier shall be submitted to the Engineer with the Certificate of Compliance for each truck load of individual material delivered to the project.

Certified volume or weight slips shall be delivered to the Engineer for the materials supplied.

PAVING ASPHALT

The grade of paving asphalt to be used in the asphalt-rubber binder shall be Grade PG 64-10 conforming to the provisions in Section 92, "Asphalts," of the Standard Specifications and these special provisions.

The paving asphalt for use in asphalt-rubber binder shall be modified with an asphalt modifier.

ASPHALT MODIFIER

The asphalt modifier shall be a resinous, high flash point, aromatic hydrocarbon compound and shall conform to the following requirements:

ASPHALT MODIFIER

Test Parameter	ASTM	
	Designation	Requirement
Viscosity, m ² /s (x10 ⁻⁶) at 100°C	D 445	X ± 3*
Flash Point, C.L.O.C., °C	D 92	207 min.
Molecular Analysis:		
Asphaltenes, percent by mass	D 2007	0.1 max.
Aromatics, percent by mass	D 2007	55 min.

* The symbol "X" is the viscosity of the asphalt modifier the Contractor proposes to furnish. The value "X" which the Contractor proposes shall be between the limits 19 and 36 and shall be submitted in writing to the Engineer. A proposed change, requested by the Contractor, in the value "X" shall require a new asphalt-rubber binder design.

The asphalt modifier shall be proportionately added to the paving asphalt at the production site where the asphalt-rubber binder is blended and reacted. Asphalt modifier shall be added in an amount of 2.5 percent to 6.0 percent by mass of the paving asphalt based on the recommendation of the asphalt-rubber binder supplier. The paving asphalt shall be at a temperature of not less than 190°C or more than 226°C when the asphalt modifier is added. If the asphalt modifier is combined with the paving asphalt, before being blended with the CRM, the combined paving asphalt and asphalt modifier shall be mixed by circulation for a period of not less than 20 minutes. Premixing of asphalt modifier and paving asphalt will not be required when the ingredients of the asphalt-rubber binder are proportioned and mixed simultaneously. Asphalt modifier and paving asphalt shall be measured for proportioning with meters conforming to the provisions in Section 9-1.01, "Measurement of Quantities," of the Standard Specifications.

CRUMB RUBBER MODIFIER (CRM)

Crumb rubber modifier (CRM) shall consist of a combination of scrap tire CRM and high natural CRM. The scrap tire CRM shall consist of ground or granulated rubber derived from a combination of automobile tires, truck tires or tire buffings. The high natural CRM shall consist of ground or granulated rubber derived from materials that utilize high natural rubber sources.

Steel and fiber separation may be accomplished by any method. Cryogenic separation, if utilized, shall be performed separately from and prior to grinding or granulating.

CRM shall be ground or granulated at ambient temperature. Cryogenically produced CRM particles which can pass through the grinder or granulator without being ground or granulated respectively shall not be used.

CRM shall not contain more than 0.01-percent wire (by mass of CRM) and shall be free of other contaminants, except fabric. Fabric shall not exceed 0.05-percent by mass of CRM. The test and method for determining the percent by mass of wire and fabric is available at the Transportation Laboratory, Pavement Branch, Telephone 916-227-7300, and will be furnished to interested persons upon request. A Certificate of Compliance certifying these percentages shall be furnished to the Engineer in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications.

The length of an individual CRM particle shall not exceed 4.75 mm.

The CRM shall be sufficiently dry so that the CRM will be free flowing and not produce foaming when combined with the blended paving asphalt and asphalt modifier mixture. Calcium carbonate or talc may be added at a maximum amount of 3 percent by mass of CRM to prevent CRM particles from sticking together. The CRM shall have a specific gravity between 1.1 and 1.2 as determined by California Test 208. Scrap tire CRM and high natural CRM shall be delivered to the production site in separate bags and shall be sampled and tested separately. CRM material shall conform to the following requirements of ASTM Designation: D 297:

SCRAP TIRE CRUMB RUBBER MODIFIER

Test Parameter	Percent	
	Min.	Max.
Acetone Extract	6.0	16.0
Ash Content	—	8.0
Carbon Black Content	28.0	38.0
Rubber Hydrocarbon	42.0	65.0
Natural Rubber Content	22.0	39.0

HIGH NATURAL CRUMB RUBBER MODIFIER

Test Parameter	Percent	
	Min.	Max.
Acetone Extract	4.0	16.0
Rubber Hydrocarbon	50.0	—
Natural Rubber Content	40.0	48.0

The CRM for asphalt-rubber binder shall conform to the gradations specified below when tested in conformance with the requirements in ASTM Designation: C 136, except as follows:

- A. Split or quarter 100 g ± 5 g from the CRM sample and dry to a constant mass at a temperature of not less than 57°C or more than 63°C and record the dry sample mass. Place the CRM sample and 5.0 g of talc in a 0.5-L jar. Seal the jar, then shake it by hand for a minimum of one minute to mix the CRM and the talc. Continue shaking or open the jar and stir until particle agglomerates and clumps are broken and the talc is uniformly mixed.
- B. Place one rubber ball on each sieve. Each ball shall have a mass of 8.5 g ± 0.5 g, have a diameter of 24.5 mm ± 0.5 mm, and shall have a Shore Durometer "A" hardness of 50 ± 5 in conformance with the requirements in ASTM Designation: D 2240. After sieving the combined material for 10 minutes ± 1 minute, disassemble the sieves. Material adhering to the bottom of a sieve shall be brushed into the next finer sieve. Weigh and record the mass of the material retained on the 2.36-mm sieve and leave this material (do not discard) on the scale or balance. Observed fabric balls shall remain on the scale or balance and shall be placed together on the side of the scale or balance to prevent the fabric balls from being covered or disturbed when placing the material from finer sieves onto the scale or balance. The material retained on the next finer sieve (2.00-mm sieve) shall be added to the scale or balance. Weigh and record that mass as the accumulative mass retained on that sieve (2.00-mm sieve). Continue weighing and recording the accumulated masses retained on the remaining sieves until the accumulated mass retained in the pan has been determined. Prior to discarding the CRM sample, separately weigh and record the total mass of fabric balls in the sample.
- C. Determine the mass of material passing the 75-µm sieve (or mass retained in the pan) by subtracting the accumulated mass retained on the 75-µm sieve from the accumulated mass retained in the pan. If the material passing the 75-µm sieve (or mass retained in the pan) has a mass of 5 g or less, cross out the recorded number for the accumulated mass retained in the pan and copy the number recorded for the accumulated mass retained on the 75-µm sieve and record that number (next to the crossed out number) as the accumulated mass retained in the pan. If the material passing the 75-µm sieve (or mass retained in the pan) has a mass greater than 5 g, cross out the recorded number for the accumulated mass retained in the pan, subtract 5 g from that number and record the difference next to the crossed out number. The adjustment to the accumulated mass retained in the pan is made to account for the 5 g of talc added to the sample. For calculation purposes, the adjusted total sample mass is the same as the adjusted accumulated mass retained in the pan. Determine the percent passing based on the adjusted total sample mass and record to the nearest 0.1 percent.

CRM GRADATIONS

Sieve Size	Scrap Tire CRM Percent Passing	High Natural CRM Percent Passing
2.36-mm	100	100
2.00-mm	98-100	100
1.18-mm	45-75	95-100
600-µm	2-20	35-85
300-µm	0-6	10-30
150-µm	0-2	0-4
75-µm	0	0-1

ASPHALT-RUBBER BINDER

Asphalt-rubber binder shall consist of a mixture of paving asphalt, asphalt modifier, and crumb rubber modifier.

At least 2 weeks before the binder's intended use, the Contractor shall furnish the Engineer 4 one-liter cans filled with the asphalt-rubber binder proposed for use on the project. The Contractor shall supply the Engineer, for approval, a binder formulation and samples of the materials to be used in the asphalt-rubber binder at least 2 weeks before construction is scheduled to begin. The binder formulations shall consist of the following information:

- A. Paving Asphalt and Modifiers:

1. Source and grade of paving asphalt.
2. Source and identification (or type) of modifiers used.
3. Percentage of asphalt modifier by mass of paving asphalt.
4. Percentage of the combined blend of paving asphalt and asphalt modifier by total mass of asphalt-rubber binder to be used.
5. Laboratory test results for test parameters shown in these special provisions.

B Crumb Rubber Modifier (CRM):

1. Source and identification (or type) of scrap tire and high natural CRM.
2. Percentage of scrap tire and high natural CRM by total mass of the asphalt-rubber blend.
3. If CRM from more than one source is used, the above information will be required for each CRM source used.
4. Laboratory test results for test parameters shown in these special provisions.

C. Asphalt-Rubber Binder:

1. Laboratory test results of the proposed blend for test parameters shown in these special provisions.
2. The minimum reaction time and temperature.

The method and equipment for combining paving asphalt, asphalt modifier, and CRM shall be so designed and accessible that the Engineer can readily determine the percentages by mass for each material being incorporated into the mixture.

The proportions of the materials, by total mass of asphalt-rubber binder, shall be 80 percent \pm 2 percent combined paving asphalt and asphalt modifier, and 20 percent \pm 2 percent CRM. However, the minimum amount of CRM shall not be less than 18.0 percent. Lower values which are rounded up shall not be allowed. The CRM shall be combined at the production site and shall contain 75 percent \pm 2 percent scrap tire CRM and 25 percent \pm 2 percent high natural CRM, by mass.

The paving asphalt and asphalt modifier shall be combined into a blended mixture that is chemically compatible with the crumb rubber modifier to be used. The blended mixture is considered to be chemically compatible when it meets the provisions for asphalt-rubber binder (after reacting) found in these special provisions.

The blended paving asphalt and asphalt modifier mixture, and the CRM shall be combined and mixed together at the production site in a blender unit to produce a homogeneous mixture.

The temperature of the blended paving asphalt and asphalt modifier mixture shall be not less than 190°C nor more than 226°C when the CRM is added. The combined materials shall be reacted for a minimum of 45 minutes after incorporation of the CRM at a temperature of not less than 190°C nor more than 218°C. The temperature shall not be higher than 6°C below the actual flash point of the asphalt-rubber binder.

After reacting, the asphalt-rubber binder shall conform to the following requirements:

ASPHALT-RUBBER BINDER

Test Parameter	ASTM Test Method	Requirement	
		Min.	Max.
Cone Penetration @ 25°C, 1/10 mm	D 217	25	70
Resilience @ 25°C, Percent rebound	D 3407	18	—
Field Softening Point, °C	D 36	52	74
Viscosity @ 190°C, Pa • s ($\times 10^{-3}$)	See Note	1500	4000

NOTE: The viscosity test shall be conducted using a hand held Haake Viscometer Model VT-02 with Rotor 1, 24 mm in depth x 53 mm in height, or equivalent, as determined by the Engineer. The accuracy of the viscometer shall be verified by comparing the viscosity results obtained with the hand held viscometer to 3 separate calibration fluids of known viscosities ranging from 1000 to 5000 Pa • s ($\times 10^{-3}$). The viscometer will be considered accurate if the values obtained are within 300 Pa • s ($\times 10^{-3}$) of the known viscosity. The known viscosity value shall be based on the fluid manufacturers standard test temperature or the test temperature versus viscosity correlation table provided by the fluid manufacturer. Viscometers used on the project shall be verified to be accurate. The test method for determining the viscosity of asphalt-rubber binder using a hand held viscometer is available at the Transportation Laboratory, Pavement Branch, Telephone (916) 227-7300. The accuracy verification results shall be provided to the Engineer and shall be certified by a Certificate of Compliance. The Certificate of Compliance shall be furnished to the Engineer in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications.

The Contractor shall provide a Haake Viscometer, or equivalent, at the production site during combining of asphalt-rubber binder materials. The Contractor shall take viscosity readings of asphalt-rubber binder from samples taken from the feed line connecting the storage and reaction tank to the asphalt concrete plant. Readings shall be taken at least every hour with not less than one reading for each batch of asphalt-rubber binder. The Contractor shall log these results, including time and asphalt-rubber binder temperature, and a copy of the log shall be submitted to the Engineer on a daily basis. As determined by the Engineer, the Contractor shall either notify the Engineer at least 15 minutes prior to each test or provide the Engineer a schedule of testing times.

The reacted asphalt-rubber binder shall be maintained at a temperature of not less than 190°C nor more than 218°C.

If any of the material in a batch of asphalt-rubber binder is not used within 4 hours after the 45-minute reaction period, heating of the material shall be discontinued. Any time the asphalt-rubber binder cools below 190°C and is reheated shall be considered a reheat cycle. The total number of reheat cycles shall not exceed 2. The material shall be uniformly reheated to a temperature of not less than 190°C nor more than 218°C prior to use. Additional scrap tire CRM may be added to the reheated binder and reacted for a minimum of 45 minutes. The cumulative amount of additional scrap tire CRM shall not exceed 10 percent of the total binder mass. Reheated asphalt-rubber binder shall conform to the provisions for asphalt-rubber binder.

EQUIPMENT FOR PRODUCTION OF ASPHALT-RUBBER BINDER

The Contractor shall utilize the following equipment for production of asphalt-rubber binder:

- A. An asphalt heating tank equipped to heat and maintain the blended paving asphalt and asphalt modifier mixture at the necessary temperature before blending with the CRM. This unit shall be equipped with a thermostatic heat control device and a temperature reading device and shall be accurate to within $\pm 3^{\circ}\text{C}$ and shall be of the recording type.
- B. A mechanical mixer for the complete, homogeneous blending of paving asphalt, asphalt modifier, and CRM. Paving asphalt and asphalt modifier shall be introduced into the mixer through meters conforming to the provisions in Section 9-1.01, "Measurement of Quantities," of the Standard Specifications. The blending system shall be capable of varying the rate of delivery of paving asphalt and asphalt modifier proportionate with the delivery of CRM. During the proportioning and blending of the liquid ingredients, the temperature of paving asphalt and the asphalt modifier shall not vary more than $\pm 14^{\circ}\text{C}$. The paving asphalt feed, the asphalt modifier feed, and CRM feed shall be equipped with devices by which the rate of feed can be determined during the proportioning operation. Meters used for proportioning individual ingredients shall be equipped with rate-of-flow indicators to show the rates of delivery and resettable totalizers so that the total amounts of liquid ingredients introduced into the mixture can be determined. The liquid and dry ingredients shall be fed directly into the mixer at a uniform and controlled rate. The rate of feed to the mixer shall not exceed that which will permit complete mixing of the materials. Dead areas in the mixer, in which the material does not move or is not sufficiently agitated, shall be corrected by a reduction in the volume of material or by other adjustments. Mixing shall continue until a homogeneous mixture of uniformly distributed and properly blended asphalt-rubber binder of unchanging appearance and consistency is produced. The Contractor shall provide a safe sampling device capable of delivering a representative sample of the completed asphalt-rubber binder of sufficient size to permit the required tests.
- C. An asphalt-rubber binder storage tank equipped with a heating system furnished with a temperature reading device to maintain the proper temperature of the asphalt-rubber binder and an internal mixing unit capable of maintaining a homogeneous mixture of paving asphalt, asphalt modifier, and CRM.

The equipment shall be approved by the Engineer prior to use.

AGGREGATE

The aggregate for Type G rubberized asphalt concrete shall conform to the following grading and shall meet the quality provisions specified for Type A asphalt concrete in Section 39-2.02, "Aggregate," of the Standard Specifications, except as follows:

- A. California Test 211, Los Angeles Rattler loss at 500 revolutions shall be 40 percent maximum.
- B. California Test 205, Section D, definition of a crushed particle is revised as follows: "A particle having 2 or more fresh mechanically fractured faces shall be considered a crushed particle."
- C. The swell and moisture vapor susceptibility requirements shall not apply.

The symbol "X" in the following table is the gradation which the Contractor proposes to furnish for the specific sieve.

Aggregate Grading Requirements
Percentage Passing
19-mm maximum

Sieve Size	Limits of Proposed Gradation	Operating Range	Contract Compliance
25-mm	—	100	100
19-mm	—	95-100	90-100
12.5-mm	83-87	X±5	X±7
9.5-mm	65-70	X±5	X±7
4.75-mm	33-37	X±5	X±7
2.36-mm	18-22	X±4	X±5
600-µm	8-12	X±4	X±5
75-µm	—	2-7	0-8

PROPORTIONING, SPREADING AND COMPACTING

When batch type asphalt concrete plants are used to produce Type G rubberized asphalt concrete, the asphalt-rubber binder and mineral aggregate shall be proportioned by mass.

If the Contractor selects the batch mixing method, asphalt concrete shall be produced by the automatic batch mixing method in conformance with the provisions in Section 39-3.03A(2), "Automatic Proportioning," of the Standard Specifications.

When continuous mixing type asphalt concrete plants are used to produce Type G rubberized asphalt concrete, the asphalt-rubber binder shall be proportioned by an asphalt meter of the mass flow, Coriolis effect type. The meter shall have been Type-approved by the Division of Measurement Standards prior to the start of production. The meter shall be calibrated in conformance with the requirements in California Test 109. The meter shall be interfaced with the existing continuous mixing plant controller in use on the asphalt concrete plant.

Type G rubberized asphalt concrete shall be placed only when the atmospheric and pavement surface temperatures are 13°C or above.

When the atmospheric and pavement surface temperature is 18°C or higher, the following shall apply:

- A. The temperature of the aggregate shall not be greater than 163°C at the time the asphalt-rubber binder is added to the aggregate.
- B. Type G rubberized asphalt concrete shall be spread at a temperature of not less than 138°C or more than 163°C, measured in the mat directly behind the paving machine.
- C. The first coverage of initial or breakdown compaction shall be performed when the temperature of the Type G rubberized asphalt concrete is not less than 135°C. Breakdown compaction shall be completed before the temperature of the Type G rubberized asphalt concrete drops below 121°C.

When the atmospheric or pavement surface temperature is below 18°C, the following shall apply:

- A. The temperature of the aggregate shall not be less than 149°C nor more than 163°C at the time the asphalt-rubber binder is added to the aggregate.
- B. The Contractor shall cover the loads of Type G rubberized asphalt concrete with tarpaulins. The tarpaulins shall completely cover the exposed Type G rubberized asphalt concrete until the Type G rubberized asphalt concrete has been completely transferred into the asphalt concrete paver hopper or deposited on the roadbed.
- C. Type G rubberized asphalt concrete shall be spread at a temperature of not less than 143°C nor more than 163°C, measured in the mat directly behind the paving machine.
- D. The first coverage of initial or breakdown compaction shall be performed when the temperature of the Type G rubberized asphalt concrete is not less than 138°C. Breakdown compaction shall be completed before the temperature of the Type G rubberized asphalt concrete drops below 127°C.

Pneumatic tired rollers shall not be used to compact Type G rubberized asphalt concrete.

In addition to the provisions in Section 39-5.01, "Spreading Equipment," of the Standard Specifications, asphalt paving equipment shall be equipped with automatic screed controls and a sensing device or devices.

When placing rubberized asphalt concrete to the lines and grades established by the Engineer, the automatic controls shall control the longitudinal grade and transverse slope of the screed. Grade and slope references shall be furnished, installed, and maintained by the Contractor. Should the Contractor elect to use a ski device, the minimum length of the ski device shall be 9 m. The ski device shall be a rigid one piece unit and the entire length shall be utilized in activating the sensor.

When placing the initial mat of rubberized asphalt concrete on existing pavement, the end of the screed nearest the centerline shall be controlled by a sensor activated by a ski device not less than 9 m long. The end of the screed farthest from centerline shall be controlled by an automatic transverse slope device set to reproduce the cross slope designated by the Engineer.

When paving contiguously with previously placed mats, the end of the screed adjacent to the previously placed mat shall be controlled by a sensor that responds to the grade of the previously placed mat and will reproduce the grade in the new mat within a 3-mm tolerance. The end of the screed farthest from the previously placed mat shall be controlled in the same way it was controlled when placing the initial mat.

Should the methods and equipment furnished by the Contractor fail to produce a layer of rubberized asphalt concrete conforming to the provisions, including straightedge tolerance, of Section 39-6.03, "Compacting," of the Standard Specifications, the paving operations shall be discontinued and the Contractor shall modify the equipment or methods, or furnish substitute equipment.

Should the automatic screed controls fail to operate properly during a day's work, the Contractor may manually control the spreading equipment for the remainder of that day. However, the equipment shall be corrected or replaced with alternative automatically controlled equipment conforming to the provisions in this section before starting another day's work.

In addition to the straightedge provisions in Section 39-6.03, "Compacting," of the Standard Specifications, asphalt concrete pavement shall conform to the surface tolerances specified herein.

General Criteria for Profiling

The uppermost layer of Type G rubberized asphalt concrete surfacing shall be profiled in the presence of the Engineer using a California Profilograph or equivalent in conformance with California Test 526 and as specified in these special provisions.

The California Profilograph or equivalent will not be required for the following areas of the pavement surface but shall conform to the straightedge requirements in Section 39-6.03, "Compacting," of the Standard Specifications:

- A. Pavement with a total thickness less than 75 mm.
- B. Pavement on horizontal curves with a centerline curve radius of less than 300 m and the pavement within the superelevation transition on those curves.
- C. Pavement placed in a single lift when required by the special provisions.
- D. Pavement with extensive grade or cross slope correction which does not receive advance leveling operations in conformance with the provisions in Section 39-6.02, "Spreading," of the Standard Specifications.
- E. Pavement for ramps and connectors with steep grades and high rates of superelevation, as determined by the Engineer.
- F. Pavement sections of city or county streets and roads, and turn lanes and collector lanes that are less than 500 m in length.
- G. Shoulders and miscellaneous areas.
- H. Pavement placed within one meter from and parallel with the joint between asphalt concrete pavement and existing curbs, gutters or existing pavement.
- I. Pavement surface within 15 m of a transverse joint that separates the pavement from an existing pavement, approach slab or structure surface not constructed under the contract.

The Contractor shall conform to California Test 526, except a zero (null) blanking band shall be used for determining the Profile Index. Prior to beginning profiles, the profilograph shall be calibrated in the presence of the Engineer. Two profiles shall be obtained within each traffic lane, one meter from and parallel with the edges of the lane.

Pavements profiled shall conform to the following Profile Index requirements:

- A. Pavement on tangent alignment and pavement on horizontal curves having a centerline curve radius of 600 m or more shall have a Profile Index of 48 mm or less for each 0.1-km section profiled.
- B. Pavement on horizontal curves having a centerline curve radius of 300 m or more but less than 600 m, including the pavement within the superelevation transition of these curves, shall have a Profile Index of 96 mm or less for each 0.1-km section profiled.
- C. Pavement within any 0.1-km section, containing high point areas with deviations in excess of 7.5 mm in a length of 7.5 m or less, when tested in conformance with the requirements in California Test 526, shall be corrected by the Contractor regardless of the Profile Index.

The Contractor shall complete initial runs of the profilograph prior to opening the pavement to public traffic. Profilograph operations shall be in conformance with the lane closure requirements in "Maintaining Traffic" of these special provisions. If initial profiles can not be made prior to opening the pavement to public traffic, the initial runs of the profilograph shall be made the next day that traffic control is permitted for the area to be profiled.

Areas of the top surface of the uppermost layer of Type G rubberized asphalt concrete pavement that do not meet the specified surface tolerances shall be brought within tolerance by abrasive grinding.

Abrasive grinding shall be performed to reduce individual deviations in excess of 7.5 mm, and to reduce the Profile Index of the pavement to be within the specified tolerance. Areas which have been subjected to abrasive grinding shall receive a seal coat. Deviations in excess of 7.5 mm which cannot be brought into specified tolerance by abrasive grinding shall be corrected by either (1) removal and replacement or (2) placing an overlay of rubberized asphalt concrete. The corrective method for each area shall be selected by the Contractor and shall be approved by the Engineer prior to beginning the corrective work. Replacement or overlay pavement not meeting the specified tolerances shall be corrected by the methods specified above. Corrective work shall be at the Contractor's expense except that flagging costs will be paid for in conformance to the provisions in Section 12-2, "Flagging," of the Standard Specifications. The Contractor shall run profilograms on the areas that have received abrasive grinding or corrective work until the final profilograms indicate the Profile Index of the area is within the specified tolerance.

When abrasive grinding is used to bring the top surface of the uppermost layer of rubberized asphalt concrete surfacing within the specified surface tolerances, additional abrasive grinding shall be performed as necessary to extend the area ground in each lateral direction so that the lateral limits of grinding are at a constant offset from, and parallel with, the nearest lane line or pavement edge, and in each longitudinal direction so that the grinding begins and ends at lines normal to the pavement centerline, within a ground area. Ground areas shall be neat rectangular areas of uniform surface appearance.

The original of the final profilograms that indicate the pavement surface is within the Profile Index specified shall become the property of the State and shall be delivered to the Engineer prior to acceptance of the contract.

Full compensation for performing all profile checks for Profile Index and furnishing final profilograms to the Engineer, for performing all corrective work to the pavement surface including abrasive grinding, removing, and replacing rubberized asphalt concrete or placing a rubberized asphalt concrete overlay to bring the surface within the tolerance specified shall be considered as included in the contract price paid per tonne for rubberized asphalt concrete (Type G) and no separate payment will be made therefor.

The area to which paint binder has been applied shall be closed to public traffic. Care shall be taken to avoid tracking binder material onto existing pavement surfaces beyond the limits of construction.

Half-width surfacing operations shall be performed in a manner that, at the end of each day's work, the distance between the ends of adjacent surfaced lanes shall not be greater than can be completed in the following day of normal surfacing operations.

Where the existing pavement is to be widened by constructing a new structural section adjacent to the existing pavement, the new structural section, on both sides of the existing pavement, shall be completed to match the elevation of the edge of the existing pavement at each location prior to spreading and compacting asphalt concrete over the adjacent existing pavement.

Shoulders adjacent to a lane being paved shall be surfaced prior to opening the lane to public traffic.

Rubberized asphalt concrete surfacing shall be placed on existing surfacing, including pullouts shown on the plans, unless otherwise directed by the Engineer.

Alternative compacting equipment conforming to the provisions in Section 39-6.03, "Compacting," of the Standard Specifications shall be used to compact the Type G rubberized asphalt concrete.

Traffic shall not be allowed on the Type G rubberized asphalt concrete until final rolling operations have been completed and sand has been applied to the surface.

Sand shall be spread on the surface of Type G rubberized asphalt concrete at a rate of 0.5 kg/m² to 1.0 kg/m². The exact rate will be determined by the Engineer. When ordered by the Engineer excess sand shall be removed from the pavement surface by sweeping. Sand shall be free from clay or organic material. Sand shall conform to the fine aggregate grading provisions in Section 90-3.03, "Fine Aggregate Grading," of the Standard Specifications.

If the finished surface of the rubberized asphalt concrete on Route 74 traffic lanes does not meet the specified surface tolerances, the surfacing shall be brought within tolerance by either (1) abrasive grinding (with fog seal coat on the areas which have been ground), (2) removal and replacement or (3) placing an overlay of rubberized asphalt concrete. The method will be selected by the Engineer. The corrective work shall be at the Contractor's expense.

If abrasive grinding is used to bring the finished surface to the specified surface tolerances, additional grinding shall be performed, as necessary, to extend the area ground in each lateral direction so that the lateral limits of grinding are at a constant offset from, and parallel to, the nearest lane line or pavement edge, and in each longitudinal direction so that the grinding begins and ends at lines normal to the pavement centerline, within any ground area. Ground areas shall be neat rectangular areas of uniform surface appearance. Abrasive grinding shall conform to the provisions in the first paragraph and the last 4 paragraphs in Section 42-2.02, "Construction," of the Standard Specifications.

MEASUREMENT AND PAYMENT

Rubberized asphalt concrete (Type G) will be measured and paid for by the tonne in the same manner specified for asphalt concrete in Section 39-8, "Measurement and Payment," of the Standard Specifications.

Full compensation for furnishing and spreading sand on the rubberized asphalt concrete surface and for sweeping and removing excess sand from the pavement surface shall be considered as included in the contract price paid per tonne for rubberized asphalt concrete (Type G) and no separate payment will be made therefor.

10-1.42 PILING

GENERAL

Piling shall conform to the provisions in Section 49, "Piling," of the Standard Specifications, and these special provisions.

Unless otherwise specified, welding of any work performed in conformance with the provisions in Section 49, "Piling," of the Standard Specifications, shall be in conformance with the requirements in AWS D1.1.

Foundation recommendations are included in the "Information Handout" available to the Contractor as provided for in Section 2-1.03, "Examination of Plans, Specifications, Contract, and Site of Work," of the Standard Specifications.

Attention is directed to "Welding" of these special provisions.

Attention is directed to Section 7-1.11, "Preservation of Property," of the Standard Specifications. The existing culverts, as shown on the plans, shall be protected from damage due to the Contractor's operations.

Difficult pile installation is anticipated due to pile embedment into bedrock, the presence of cobbles and boulders, and existing culverts.

MICROPILING

Micropiling consisting of NPS 8 double extra strong steel pipe that is grouted in place shall conform to the design requirements and layout shown on the plans and these special provisions.

The Contractor's attention is directed to the "Foundation Design Recommendations" of the Foundation Reports for each micropile founded anchor wall.

Materials

Double extra strong steel pipe shall conform to the requirements of ASTM Designation: A53, Grade B. Galvanized pipe is not required.

Grout shall conform to the provisions in Section 50-1.09, "Bonding and Grouting," of the Standard Specifications. Grout shall be non-shrink type. Fine aggregate may be added to the grout mixture of portland cement and water used outside of the grouted sheathing in drilled holes which are 200 mm or greater in diameter, but only to the extent that the cement content of the grout is not less than 500 kg per cubic meter of grout. Fine aggregate, if used, shall conform to the provisions in Section 90-2, "Materials," and Section 90-3, "Aggregate Gradings," of the Standard Specifications.

Working Drawings

The Contractor shall submit complete project specific working drawings for the micropile system to the Division of Structure Design (DSD) in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. Working drawings for micropiling shall be 559 mm x 864 mm in size. For initial review, 10 sets of drawings shall be submitted. After review, between 6 and 12 sets, as requested by the Engineer, shall be submitted to DSD for final approval and use during construction. Within 3 weeks after final approval of the working drawings, one set of the corrected prints on 75-g/m sq. (minimum) good quality bond paper, 559 mm x 864 mm in size, prepared by the Contractor, shall be furnished to DSD.

Working drawings for micropiling shall show the State assigned designations for the contract number, bridge number, full name of the structure as shown on the contract plans, and District-County-Route-Kilometer Post on each drawing and calculation sheet. The pile vendor company name, address, and phone number shall be shown on the working drawings. Each sheet shall be numbered in the lower right corner and shall contain a blank space in the upper right corner for future contract sheet numbers.

Working drawings for micropiles shall contain all information required for the construction and quality control of the piling, including the following:

- A. Information on space requirements for installation equipment that verify that the proposed equipment can perform at the site.
- B. Step-by-step procedure describing all aspects of pile installation including personnel, testing, and equipment to assure quality control. This step-by-step procedure shall be shown on the working drawings in sufficient detail so that the Engineer can monitor the construction and quality of these micropiles.

- C. Details for drilling a plumb hole.
- D. Details of grout socks and centralizers.
- E. Grout mix designs.
- F. Details and procedures involved in testing components, including grout.
- G. Pipe splice locations.
- H. Details of equipment and operation for grouting. Details shall be included for monitoring grout quality, volume installed, and pressure during installation.
- I. Information on the minimum cure time and strength requirements of the pile system.
- J. Proposed method for casing installation and removal, if used.
- K. Details for protecting and monitoring existing culverts.

A supplement to the working drawings shall include the following:

Construction details, structural details, and load test results from at least 3 previous successful installations by the proposed micropile contractor. The installations shall be from 3 separate test sites. The installations shall be similar to those proposed for this contract.

The working drawings and supplement shall be stamped and signed by an engineer who is licensed as a Civil Engineer in the State of California. The Engineer will notify the Contractor in writing when the submitted working drawings and supplement have been determined to be complete. The Contractor shall allow the Engineer 30 working days to review the working drawing submittal after a complete set has been received.

No micropile shall be installed until the Engineer has approved, in writing, the working drawing submittal for micropiling.

Should the Engineer fail to review the complete working drawing submittal within the time specified, and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the working drawing submittal, an extension of time commensurate with the delay in completion of the work thus caused will be granted in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

Construction

Drill cuttings resulting from installing micropiling shall be disposed of in conformance with the provisions in Section 19-2.06, "Surplus Material," of the Standard Specifications. Material resulting from grouting micropiles shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications, unless otherwise permitted in writing by the Engineer.

Drilling mud or chemical stabilizers shall not be used.

Foreign material dislodged or drawn into the hole during construction of the micropiles shall be removed. Loose material existing at the bottom of the hole after drilling operations are complete shall be removed prior to placing grout.

The pipe shall be placed vertically and grouted in place. Grout shall be injected at the bottom of the pile and may be placed before or after placing the steel pipe.

Voids in the foundation material may be encountered along the length of the drilled hole which may affect drilling and grouting. Measures such as the use of a "grout sock" may be necessary to avoid the excessive loss of grout into the voids encountered.

A positive means of support shall be provided for maintaining the position of the steel pipe until the grout has set.

MEASUREMENT AND PAYMENT (PILING)

Measurement and payment for the various types and classes of piles shall conform to the provisions in Sections 49-6.01, "Measurement," and 49-6.02, "Payment," of the Standard Specifications and these special provisions.

Micropiles will be measured and paid for by the meter.

The contract price paid per meter for micropile shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in constructing micropiles, including protecting and monitoring existing culverts, drilling, providing temporary casings, double extra strong steel pipe, grout, grout socks, cutting tips, drill bits, pile anchorage, and disposing of materials resulting from pile installation, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

No payment will be made for micropiles which are damaged either during installation or after the micropiles are complete in place. No payment will be made for additional excavation, backfill, concrete, reinforcement, nor other costs incurred from footing enlargement resulting from replacing rejected micropiles.

Payment for cast-in-place concrete piling shall conform to the provisions in Section 49-6.02, "Payment," of the Standard Specifications and these special provisions except that, when the diameter of cast-in-place concrete piling is shown on the plans as 600 mm or larger, reinforcement in the piling will be paid for by the kilogram as bar reinforcing steel (bridge).

10-1.43 MICROPILE PERFORMANCE TESTING

Micropile performance testing shall be conducted by the Contractor at 2 anchored wall locations; at Anchored Wall N2240 and at Anchored Wall N2360, as shown on the plans and specified in these special provisions. The performance tests shall be performed prior to commencing with construction of production micropiles.

The Contractor shall submit a plan for the performance testing system and testing procedures to the Division of Structure Design (DSD) in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. All working drawings shall be 559 mm by 864 mm in size. The Contractor shall allow 6 weeks after complete drawings and all support data are submitted for the review of the micropile performance testing.

The micropile performance testing plan shall be stamped and signed by an engineer who is licensed as a Civil Engineer in the State of California.

The State shall provide the displacement transducer and load cell for the performance tests, and the State shall monitor the performance testing at both locations.

Should the Engineer fail to review the performance testing plan submittal within the time specified and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the plan submittal, an extension of time commensurate with the delay in completion of the work thus caused will be granted in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

Performance Testing

The Contractor shall conduct performance tests consisting of compression load testing. Submitted performance test results shall be approved by the Engineer prior to installing production piling at locations shown on the plans.

Micropiles for performance testing shall be constructed with the same length and details as required for production micropiles that are adjacent to the respective performance testing location.

The apparatus for applying test loads shall have a capacity of at least 120 percent of the compression resistance of the test pile, but need not exceed 150 percent of the maximum nominal resistance shown on the plans.

Compression Load Testing

Compression testing shall conform to ASTM Designation: D 1143 and these special provisions.

For performance compression load tests, the loads applied and the corresponding durations shall be as shown in the following table:

**PERFORMANCE COMPRESSION LOAD TEST
SCHEDULE**

LOAD	DURATION
0	1 minutes
0.1C	5 minutes
0.2C	5 minutes
0.3C	5 minutes
0.4C	5 minutes
0.5C	5 minutes
0.6C	5 minutes
0.7C	5 minutes
0.8C	5 minutes
0.9C	5 minutes
1.0C	5 minutes
0.75C	1 minute
0.5C	1 minute
0.25C	1 minute
0	1 minute
0.1C	1 minute
0.2C	1 minute
0.3C	1 minute
0.4C	1 minute
0.5C	1 minute
0.6C	1 minute
0.7C	1 minute
0.8C	1 minute
0.9C	1 minute
1.0C	1 minute
1.1C	5 minutes
1.2C*	5 minutes
<p>C = Nominal compression resistance of a micropile.</p> <p>* After a 5 minute interval, remove the full load from the pile in four approximately equal decrements with 5 minute intervals between each decrement.</p>	

The acceptance criterion for compression load testing piles is as follows:

The pile shall achieve and sustain for 5 minutes the first compression test load applied which is equal to the nominal compression resistance with no more than 13 mm total vertical movement at the top of the pile measured relative to the top of the pile prior to the start of compression load testing.

Test Submittals

At the completion of a performance test, the Contractor shall submit to the Engineer four copies of the complete test results for the pile tested. Data for each test shall list key personnel, test loading equipment, pile location, pile tip elevation, and length of reinforcement. Test data shall also list quantity of grout and grout pressure used; location grout is placed; amount of ground water encountered. The pile movements at each load and corresponding duration, as shown in the load test schedule, shall be included in the test data.

Measurement and Payment.

Full compensation for driving, drilling, grouting, grout socks, removal of casings, and for disposal of material resulting from performance pile installation, including performance testing and for cutting off performance piles shall be considered as included in the contract price paid for the production ~~State designed~~ micropiling shown on the plans and in the Engineer's Estimate, and no additional compensation will be allowed therefor.

10-1.44 CONCRETE STRUCTURES

Portland cement concrete structures shall conform to the provisions in Section 51, "Concrete Structures," of the Standard Specifications and these special provisions.

Shotcrete shall not be used as an alternative construction method for reinforced concrete members unless otherwise specified.

Forms used to support the deck of cast-in-place box girders may remain in place, provided the portions of the forms which obstruct access openings or conflict with utility facilities are removed, and the forming system employed leaves no sharp projections into the cells or voids

FALSEWORK

Falsework shall conform to the provisions in Section 51, "Concrete Structures," of the Standard Specifications and these special provisions.

Attention is directed to Section 7-1.11, "Preservation of Property," of the Standard Specifications. The existing culverts, as shown on the plans, shall be protected from damage due to the Contractor's operations and details to protect and monitor the culverts shall be specified within the falsework working drawings to be reviewed by the Engineer and shall be subject to approval by the Engineer.

Welding and Nondestructive Testing

Welding of steel members, except for previously welded splices and except for when fillet welds are used where load demands are less than or equal to 175 N/mm for each 3 mm of fillet weld, shall conform to AWS D1.1 or other recognized welding standard. The welding standard to be utilized shall be specified by the Contractor on the working drawings. Previously welded splices for falsework members are defined as splices made prior to the member being shipped to the project site.

Splices made by field welding of steel beams at the project site shall undergo nondestructive testing (NDT). At the option of the Contractor, either ultrasonic testing (UT) or radiographic testing (RT) shall be used as the method of NDT for each field weld and any repair made to a previously welded splice in a steel beam. Testing shall be performed at locations selected by the Contractor. The length of a splice weld where NDT is to be performed, shall be a cumulative weld length equal to 25 percent of the original splice weld length. The cover pass shall be ground smooth at the locations to be tested. The acceptance criteria shall conform to the requirements of AWS D1.1, Section 6, for cyclically loaded nontubular connections subject to tensile stress. If repairs are required in a portion of the weld, additional NDT shall be performed on the repaired sections. The NDT method chosen shall be used for an entire splice evaluation including any required repairs.

For all field welded splices, the Contractor shall furnish to the Engineer a letter of certification which certifies that all welding and NDT, including visual inspection, are in conformance with the specifications and the welding standard shown on the approved working drawings. This letter of certification shall be signed by an engineer who is registered as a Civil Engineer in the State of California and shall be provided prior to placing any concrete for which the falsework is being erected to support.

For previously welded splices, the Contractor shall determine and perform all necessary testing and inspection required to certify the ability of the falsework members to sustain the stresses required by the falsework design. This welding certification shall be in writing, shall be signed by an engineer who is registered as a Civil Engineer in the State of California, and shall be provided prior to placing any concrete for which the falsework is being erected to support.

The Contractor's engineer who signs the falsework drawings shall also certify in writing that the falsework is constructed in conformance with the approved drawings and the contract specifications prior to placing concrete. This certification shall include performing any testing necessary to verify the ability of the falsework members to sustain the stresses required by the falsework design. The engineer who signs the drawings may designate a representative to perform this certification. Where falsework contains openings for railroads, vehicular traffic, or pedestrians, the designated representative shall be qualified to perform this work, shall have at least three years of combined experience in falsework design or supervising falsework construction, and shall be registered as a Civil Engineer in the State of California. For other falsework, the designated representative shall be qualified to perform this work and shall have at least three years of combined experience in falsework design or supervising falsework construction. The Contractor shall certify the experience of the designated representative in writing and provide supporting documentation demonstrating the required experience if requested by the Engineer.

DECK CRACK TREATMENT

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

The Contractor shall remove all equipment and materials from the deck and clean the surface as necessary for the Engineer to measure the surface crack intensity. Surface crack intensity will be determined by the Engineer after completion of concrete cure, before prestressing, and before the release of falsework. In any 50-m² portion of deck within the limits of the new concrete deck, should the intensity of cracking be such that there are more than 5 m of cracks whose width at any location exceeds 0.5-mm, the deck shall be treated with methacrylate resin. The area of deck to be treated shall have a width that extends for the entire width of new deck inside the concrete barriers and a length that extends at least 1.5 m beyond the furthest single continuous crack outside the 50-m² portion, measured from where that crack exceeds 0.5-mm in width, as determined by the Engineer.

Deck crack treatment shall consist of test sealing, and furnishing and applying methacrylate resin in conformance with the requirements of these special provisions. If grinding operation is required, deck treatment shall take place before grinding.

Before the start of deck treatment work, the Contractor shall submit for approval by the Engineer, a program for public safety associated with the use of methacrylate resin. The program shall identify materials, equipment, and methods to be used. The Contractor shall not perform deck treatment work, other than that specifically authorized in writing by the Engineer, until the program has been approved.

If the measures being taken by the Contractor are inadequate to provide for public safety associated with use of methacrylate resin, the Engineer will direct the Contractor to revise the operations and the public safety program. Directions for revisions will be in writing and will specify the items in which the Contractor's program is inadequate. No further deck treatment shall be performed until public safety measures are adequate, and a revised program for public safety has been approved.

The Engineer will notify the Contractor of the approval or rejection of any submitted or revised program for public safety associated with the use of methacrylate resin within 10 working days of receipt of the final submitted program.

The State will not be liable to the Contractor for failure to approve all or any portion of an originally submitted or revised program for public safety associated with the use of methacrylate resin, nor for any delays to the work due to the Contractor's failure to submit an acceptable program for public safety associated with the use of methacrylate resin. If the Engineer does not review or approve the program submitted by the Contractor within the time specified and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the program for public safety, the delay will be considered a right of way delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

Materials

The material used for treating the deck shall be a low odor, high molecular weight methacrylate resin. Before adding initiator, the resin shall have a maximum volatile content of 30 percent when tested in conformance with the requirements in ASTM Designation: D 2369, and shall conform to the following:

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

A Material Safety Data Sheet shall be furnished before use for each shipment of high molecular weight methacrylate resin.

The promoter and initiator, if supplied separately from the resin, shall not be mixed directly with each other. Containers of promoters and initiators shall not be stored together in a manner that will allow leakage or spillage from one to contact the containers or material of the other.

Testing

The Contractor shall allow 14 days for sampling and testing by the Engineer of the high molecular weight methacrylate resin before proposed use.

The Contractor shall treat a test area within the project limits of approximately 50 m² at a location approved by the Engineer. Conditions during the test treatment shall be similar to those expected on the deck. Equipment used in the test shall be similar to those used for the deck treating operations. If the test area is on the traveled way, traffic shall not be allowed on the treated test area until (1) the treated surface is tack free (non-oily), (2) the sand cover adheres sufficiently to resist brushing by hand, and (3) the coefficient of friction of the deck is at least 0.35 when tested in conformance with the requirements in California Test 342.

Should the above requirements for traffic use not be met, the Contractor shall suspend treating of bridge decks until another test area is treated and complies with the requirements.

Construction

Before deck treatment with methacrylate resin, the bridge deck surface shall be cleaned by abrasive blasting and all loose material shall be blown from visible cracks using high-pressure air. Concrete curing seals shall be cleaned from the deck surface to be treated, and the deck shall be dry when blast cleaning is performed. If the deck surface becomes contaminated at any time before placing the penetrating sealer, the deck surface shall be cleaned by abrasive blasting.

Equipment shall be fitted with suitable traps, filters, drip pans, or other devices as necessary to prevent oil or other deleterious material from being deposited on the deck.

Where abrasive blasting is being performed within 3 m of a lane occupied by public traffic, the residue including dust shall be removed immediately after contact between the abrasive and the surface being treated. The removal shall be by a vacuum attachment operating concurrently with the abrasive blasting operation.

The relative humidity shall be less than 90 percent at time of treatment.

A compatible promoter/initiator system shall be capable of providing a resin gel time of not less than 40 minutes nor more than 1.5 hours at the temperature of application. Gel time shall be adjusted to compensate for the changes in temperature throughout treatment application.

The quantity of resin mixed with promoter and initiator shall be limited to 20 L at a time for manual application.

Machine application of the resin shall be performed by using a two-part resin system using a promoted resin for one part and an initiated resin for the other part. This two-part resin system shall be combined at equal volumes to the spray bars through separate positive displacement pumps. Combining of the 2 components shall be by either static in-line mixers or by external intersecting spray fans. The pump pressure at the spray bars shall not be great enough to cause appreciable atomization of the resin. Compressed air shall not be used to produce the spray. A shroud shall be used to enclose the spray bar apparatus. Hand held spray apparatus shall not be used.

The Contractor shall allow methacrylate resin to be applied only to the specified area. Barrier rails, joints, and drainage facilities shall be adequately protected to prevent contamination by the treatment material. Contaminated items shall be repaired at the Contractor's expense.

The prepared area shall be dry and the surface temperature shall be less than or equal to 38°C when the resin is applied. The rate of application of promoted/initiated resin shall be approximately 2.5 square meters per liter, ± 0.1 square meter per liter.

The deck surfaces to be treated shall be flooded with resin, allowing penetration into the concrete and filling of all cracks. The treatment shall be applied within 5 minutes after complete mixing. A significant increase in viscosity shall be cause for rejection. Excess material shall be redistributed by squeegees or brooms within 10 minutes after application.

After the resin has been applied, at least 20 minutes shall elapse before applying sand. The sand shall be commercial quality dry blast sand. Ninety-five percent of the sand shall pass the 2.36-mm sieve, and 95 percent shall be retained on the 850- μm sieve. The sand shall be applied at a rate of one kilogram per square meter, ± 0.1 kilogram per square meter.

Excess sand shall be removed from the deck surface by vacuuming or sweeping before opening to traffic.

Traffic shall not be allowed on the treated area until (1) the treated surface is tack free (non-oily), (2) the sand cover adheres sufficiently to resist brushing by hand, and (3) the coefficient of friction of the deck is at least 0.35 when tested in conformance with the requirements in California Test 342.

MEASUREMENT AND PAYMENT

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

10-1.45 ARCHITECTURAL TEXTURE (SCULPTURED SHOTCRETE)

Architectural texture for shotcrete surfaces shall conform to the details shown on the plans and the provisions in Section 53, "Shotcrete," of the Standard Specifications and these special provisions.

The architectural texture shall be a sculpted shotcrete finish simulating the strata lines of the local geology.

TEST PANEL

A test panel at least 2.0 m x 2.0 m in size shall be successfully completed at a location approved by the Engineer before beginning work on architectural textures. The test panel shall be constructed and finished with the materials, tools, equipment and methods to be used in constructing, sculpting, finishing, and staining, the architectural texture for the finished work. The test panel shall resemble in appearance the texture, pattern, surface relief, and strata line detail of the existing rock formations on the site. If ordered by the Engineer, additional test panels shall be constructed and finished until the specified finish, texture and color are obtained, as determined by the Engineer.

The test panel approved by the Engineer shall be used as the standard of comparison in determining acceptability of architectural texture for shotcrete surfaces.

SHOTCRETE SCULPTING

Experience in shotcrete sculpting and staining is highly desirable and will be an important factor in determining the Contractor's qualifications to perform the architectural treatment. The Contractor shall furnish evidence of at least 10 years experience to the Engineer, including, but not limited to, project references, dates, names, phone numbers, and color photos.

The layout of strata lines shall only be performed on walls fully constructed from top to bottom of wall. This also applies to the full length of the wall. No sectional layout, sculpting, or staining work will be allowed as the wall is constructed in sections.

The Contractor shall notify the Engineer not less than 3 days prior to the layout which shall consist of applying high visibility paint to the wall face to illustrate the strata line patterns as shown on the plans. The same personnel who will sculpt the wall face shall perform the layout of the primary and secondary strata lines. The layout shall be approved by the Engineer.

After the layout is approved by the Engineer, shotcrete shall be applied as shown on the plans and in conformance with "Shotcrete," of these special provisions. The sculpting personnel shall direct the amount of shotcrete to be applied during the sculpting operation to provide the desired finished architectural detail and relief.

SHOTCRETE PREPARING AND STAINING

Shotcrete preparing and staining shall conform to "Prepare and Stain Concrete Surfaces" of these special provisions.

MEASUREMENT AND PAYMENT

Architectural Texture (Sculptured Shotcrete) will be measured and paid for by the square meter.

The contract price paid per square meter for architectural texture (sculptured shotcrete) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in shotcrete sculpting, complete in place, including layout of strata lines, and constructing test panels, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.46 REINFORCEMENT

Reinforcement shall conform to the provisions in Section 52, "Reinforcement," of the Standard Specifications and these special provisions.

The Department's mechanical splices prequalified list can be found at the following internet site:

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

The provisions of "Welding Quality Control" of these special provisions shall not apply to resistance butt welding.

10-1.47 HEADED BAR REINFORCEMENT

Headed bar reinforcement shall consist of bar reinforcement with heads attached to one or both ends. The type of headed bar reinforcement to be used on this project shall be on the Department's current prequalified list prior to use, and shall conform to the provisions of Section 52, "Reinforcement," of the Standard Specifications, the details shown on the plans, and these special provisions.

The Department maintains a list of prequalified headed bar reinforcement types. The prequalified list can be obtained by contacting the Transportation Laboratory and is available at the Department's internet site at:

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

GENERAL

Prior to manufacturing, the Contractor shall submit to the Engineer the manufacturer's Quality Control (QC) manual for the fabrication of headed bar reinforcement. As a minimum, the QC manual shall include the following:

- A. The pre-production procedures for the qualification of materials and equipment.
- B. The methods and frequencies for performing QC procedures during production.
- C. The calibration procedures and calibration frequency for all equipment.
- D. A system for the identification and tracking of all friction welds. The system shall have provisions for permanently identifying each weld and the parameters used to perform it.
- E. The welding procedure specification (WPS) for friction welded headed bar reinforcement.
- F. A system for marking headed bar reinforcement.

The provisions of "Welding Quality Control" of these special provisions shall not apply to headed bar reinforcement.

The Contractor shall perform inspection and testing prior to, during, and after manufacturing headed bar reinforcement and as necessary to ensure that materials and workmanship conform to the requirements of the specifications.

A daily production log for the manufacture of headed bar reinforcement shall be maintained by the manufacturer for each production lot. The log shall clearly indicate the production lot numbers, the heats of bar material and head material used in the manufacture of each production lot, the number of bars in each production lot, and manufacturing records, including tracking and production parameters for welds or forgings. The data from the daily production log shall be available to the Engineer upon request.

A production lot of headed bar reinforcement is defined as 150 reinforcing bars, or fraction thereof, of the same bar size, with heads of the same size and type, and manufactured by the same method, produced from bar material of a single heat number and head material of a single heat number. If one reinforcing bar has a head on both ends, it will be counted as two reinforcing bars for the purposes of establishing and testing production lots. A new production lot shall be started if the heat number of either the bar material or the head material changes before the maximum production lot size of 150 is reached.

The Contractor shall furnish Certificates of Compliance accompanied by a copy of the mill test report, the Production Tests Reports specified herein, and the corresponding daily production logs to the Engineer in conformance with the

provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for each shipment of headed bar reinforcement delivered to the jobsite.

Welding, welder qualifications, and inspection of welding shall conform to the requirements for friction welding in ANSI/AWS C6.1.

Equipment used to perform friction welding shall be fitted with an effective in-process monitoring system to record essential production parameters that describe the process of welding the head onto the reinforcement. The parameters to be recorded shall include friction welding force, forge force, rotational speed, friction upset distance and time, and forge upset distance and time. The data from this in-process monitoring shall be recorded and preserved by the manufacturer until acceptance of the contract and shall be provided to the Engineer upon request.

PRODUCTION TESTS

Production tests shall be performed at the Contractor's expense, at an independent qualified testing laboratory, and in the presence of the Engineer, unless otherwise directed in writing. The independent qualified testing laboratory used to perform the testing of headed bar reinforcement samples shall not be employed or compensated by any subcontractor, or by other persons or entities hired by subcontractors who will provide other services or materials for the project, and shall have the following:

- A. A tensile testing machine capable of breaking the largest size of reinforcing bar to be tested.
- B. Operators who have received formal training for performing the testing requirements of ASTM Designation: A 970/A 970M.
- C. A record of annual calibration of testing equipment performed by an independent third party that has 1) standards that are traceable to the National Institute of Standards and Technology, and 2) a formal reporting procedure, including published test forms.

The Engineer shall be notified in writing when any lots of headed bar reinforcement are ready for testing. The notification shall include the number of lots to be tested and the location where the tests are to be conducted. After notification has been received, test samples will be randomly selected by the Engineer from each production lot of headed bar reinforcement which is ready for shipment to the jobsite. If epoxy coating is required, test samples will be taken after the headed bar reinforcement has been prepared for epoxy coating. The Engineer will be at the testing site within a maximum of one week after receiving written notification that the samples are at the testing site and ready for testing. In the event the Engineer fails to be present at the testing site within the time allowed, and if, in the opinion of the Engineer, completion of the work is delayed or interfered with by failure of the Engineer to be present at the testing site, the Contractor will be compensated for any resulting loss in the same manner as provided for in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

A minimum of 3 samples from each production lot shall be tested. One tensile test shall be conducted on each sample.

Tensile tests shall conform to the requirements specified in ASTM Designation: A 970/A 970M, Section 7, except that at rupture, there shall be visible signs of necking in the reinforcing bar 1) at a minimum distance of one bar diameter away from the head to bar connection for friction welded headed bar reinforcement, or 2) outside the affected zone for integrally forged headed bar reinforcement.

The affected zone for integrally forged headed bar reinforcement is the portion of the reinforcing bar where any properties of the bar, including the physical, metallurgical, or material characteristics, have been altered during the manufacturing process.

If one of the test specimens fails to meet the specified requirements, one retest shall be performed on one additional sample, selected by the Engineer, from the same production lot. If the additional test specimen, or if more than one of the original test specimens fail to meet these requirements, all headed bar reinforcement in the lot represented by the tests will be rejected in conformance with the provisions in Section 6-1.04, "Defective Materials," of the Standard Specifications.

A Production Test Report for all testing performed on each lot shall be prepared by the independent testing laboratory and submitted to the Engineer as specified herein. The report shall be signed by an engineer who represents the laboratory and is registered as a Civil Engineer in the State of California. The report shall include the following information for each set: contract number, bridge number, lot number, bar size, type of headed bar reinforcement, physical conditions of test sample, any notable defects, limits of affected zone, location of visible necking area, and the ultimate strength of each headed bar.

Each unit of headed bar reinforcement in a production lot to be shipped to the site shall be tagged in a manner such that production lots can be accurately identified at the jobsite. All unidentified headed bar reinforcement received at the jobsite will be rejected.

MEASUREMENT AND PAYMENT

Quantities of headed bar reinforcement will be measured as units determined from the number of heads shown on the plans or as directed by the Engineer.

The contract unit price paid for headed bar reinforcement shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in furnishing headed bar reinforcement, including conforming to all testing requirements, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Bar reinforcement to be used in the manufacture of headed bar reinforcement, and placing the completed headed bar reinforcement into the work will be measured and paid for as specified in Section 52, "Reinforcement," of the Standard Specifications, except that the lengths to be used in the computation of calculated masses of the bar reinforcement shall be the entire length of the completed headed bar, including heads.

10-1.48 SHOTCRETE

Shotcrete shall conform to the provisions in Section 51, "Concrete Structures," and Section 53, "Shotcrete," of the Standard Specifications and these special provisions.

Shotcrete operations shall completely encase all reinforcement and other obstructions shown on the plans. Exceptional care shall be taken to properly encase the reinforcement and other obstructions with shotcrete.

Attention is directed to the section, "Order of Work," in these special provisions regarding furnishing preconstruction shotcrete test panels.

Except for finish coats, shotcrete shall be applied by the wet-mix process only.

Finish coats, applied by the dry-mix process, may be used only when approved by the Engineer.

Shotcrete shall have a minimum compressive strength of 22.5 MPa at 28 days or as shown on the plans, whichever is greater. No shotcrete work shall be performed prior to verification by the Engineer of the required compressive strength.

Splicing of reinforcing bars No. 22 or larger in shotcrete shall be by butt splicing only.

The Contractor shall be responsible for obtaining and testing all required preconstruction and production test cores. All coring and testing shall be at the Contractor's expense and performed in the presence of the Engineer, unless otherwise directed. The Engineer shall be notified a minimum of 24 hours prior to the Contractor performing any coring or testing operations.

All cores shall be obtained and tested for compressive strength in conformance with the requirements in ASTM Designation: C 42. Cores used for determining compressive strength shall not contain any bar reinforcement or other obstructions. The testing shall be performed at an independent testing facility approved by the Engineer. A copy of the test results shall be furnished to the Engineer within 5 days following completion of testing.

All test panels shall become the property of the Contractor and shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

PRECONSTRUCTION REQUIREMENTS

Prior to performing shotcrete work, the Contractor shall construct at least 2 preconstruction shotcrete test panels for each mixture being considered unless otherwise specified.

The nozzleperson shall have a minimum of 3000 hours experience as a nozzleperson on projects with a similar application.

At least 10 working days prior to constructing any shotcrete test panels, the Contractor shall submit to the Engineer for approval, a Quality Control Plan (QCP) for the proposed method of shotcrete placement. The plan shall include the following:

- A. The number and qualifications of nozzlepersons available to place shotcrete, the number of nozzlepersons on-site at any time during the shotcrete placement, description of their work schedule, and the procedures for avoiding fatigue of any nozzleperson.
- B. The proposed method of placing shotcrete, including, but not limited to, application rates, details of any proposed construction joints and their locations, and methods for achieving the required thickness and surface finish.
- C. The procedure for curing shotcrete surfaces.
- D. The description of a debris containment system, to be used during the cleaning of bar reinforcing steel and concrete and placing of shotcrete, as required to provide for public safety.

The Engineer shall have 10 working days to review and approve the QCP submittal after a complete plan has been received. No construction of shotcrete test panels shall be performed until the QCP is approved by the Engineer. Should the Engineer fail to complete the review within this time allowance, and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in approving the QCP, the delay will be considered

a right of way delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

Preconstruction shotcrete test panels shall be constructed by the nozzlepersons and application crew scheduled to do the work, using equipment, materials, mixing proportions, ambient temperatures and procedures proposed for the work. The preconstruction shotcrete test panels shall conform to the following:

- A. One shotcrete test panel, of the size determined by the Contractor, shall be unreinforced and shall have 3 cores taken from it and tested for compressive strength. The compressive strength shall be the average strength of the 3 cores, except that, if any core should show evidence of improper coring, the core shall be discarded and the compressive strength shall be the average strength of the remaining cores. The test panel shall be identified and submitted to the Engineer with the test results including a description of the mixture, proportions, and ambient temperature.
- B. One shotcrete test panel shall have the same (1) thickness, (2) bar size and amount of bar reinforcement or other obstructions and (3) positioning of bar reinforcement or obstructions as the most heavily reinforced section of shotcrete to be placed. The test panel shall be square with the length of the sides equal to at least 3 times the thickness of the most heavily reinforced section of shotcrete to be placed, but not less than 750 mm. After a minimum 7 days of cure, the test panel shall be broken by the Contractor, in the presence of the Engineer, into pieces no larger than 250 mm in greatest dimension. The surfaces of the broken pieces shall be dense and free of laminations and sand pockets, and shall verify that the bar reinforcement or other obstructions are completely encased.
- C. Both test panels shall be cured under conditions similar to the actual work.
- D. At the option of the Contractor, cores to be used for determining the compressive strength may be taken from the reinforced test panel described above in lieu of making a separate unreinforced test panel as described above. The compressive strength shall be the average strength of the 3 cores, except that, if any core should show evidence of improper coring or contains bar reinforcement or other obstructions, the core shall be discarded and the compressive strength shall be the average strength of the remaining cores. If cores are taken from the reinforced test panel, the panel shall not be broken into pieces, as described above, until it has cured for a minimum of 14 days.

PLACING

An air blowpipe shall be used during shotcrete placement to remove rebound, overspray and other debris from the areas to receive shotcrete.

Construction joints shall be tapered, and shall conform to the provisions in Sections 51-1.13, "Bonding," of the Standard Specifications.

All overspray and rebound shall be removed prior to final set and before placement of shotcrete on adjacent surfaces.

Rebound or any other material which has already exited the nozzle shall not be reused.

Shotcrete shall be cured in conformance with the provisions of Section 90-7.03, "Curing Structures," of the Standard Specifications.

When a finish coat is to be used, all loose, uneven or excess material, glaze, and rebound shall be removed by brooming, scraping, or other means and the surface left scarified. Any surface deposits which take a final set shall be removed by abrasive blasting. Prior to placing the finish coat, the receiving surface shall be washed down with an air-water blast.

Shotcrete extending into the space shown on the plans for cast-in-place concrete shall be removed.

TESTING AND ACCEPTANCE

At least 3 production shotcrete test cores shall be taken from each 30 square meters or portion thereof of shotcrete placed each day. The cores shall be 76 mm in diameter. The location where cores are to be taken will be designated by the Engineer. Test cores shall be identified by the Contractor and a description of the core location and mixture, including proportions, shall be submitted to the Engineer with the test cores, immediately after coring. Cored holes shall be filled with mortar in conformance with the provisions in Section 51-1.135, "Mortar," of the Standard Specifications.

Upon receipt of the cores, the Engineer will perform a visual examination to determine acceptance, as described below. Within 48 hours after receipt, the Engineer will return the cores to the Contractor for compressive strength testing.

The compressive strength test shall be performed using the shotcrete production test cores described above. The compressive strength shall be the average strength of the 3 cores, except that, if any core should show evidence of improper coring, the core shall be discarded and the compressive strength shall be the average strength of the remaining cores.

The basis of acceptance for production shotcrete test cores shall be (1) that the core is dense and free of laminations and sand pockets, and shows that the reinforcement or other obstructions are completely encased and (2) the same as specified for test cylinders in the fourth and fifth paragraphs of Section 90-9.01, "General," of the Standard Specifications.

If any production test core shows signs of defective shotcrete as described in (1) above, the shotcrete represented by such test core will be rejected, unless the Contractor, at the Contractor's expense, obtains and submits evidence acceptable to the Engineer that the strength and quality of the shotcrete placed in the work are acceptable.

The surface finish of the shotcrete shall conform to the provisions of Section 51-1.18, "Surface Finishes," of the Standard Specifications.

MEASUREMENT AND PAYMENT

Full compensation for the Quality Control Plan, constructing and breaking test panels, furnishing and testing cores and patching cored holes shall be considered as included in the contract price paid per cubic meter for shotcrete and no additional compensation will be allowed therefor.

10-1.49 ROADSIDE SIGNS

Roadside signs shall be furnished and installed at the locations shown on the plans or where designated by the Engineer and in conformance with the provisions in Section 56-2, "Roadside Signs," of the Standard Specifications and these special provisions.

The Contractor shall furnish roadside sign panels in conformance with the provisions in "Furnish Sign" of these special provisions.

Wood posts shall be pressure treated after fabrication in conformance with the provisions in Section 58, "Preservative Treatment of Lumber, Timber and Piling," of the Standard Specifications and AWPA Use Category System: UC4A, Commodity Specification A or B.

Type OM-1 marker panels mounted on a post with a roadside sign shall be considered to be sign panels and will not be paid for as markers.

10-1.50 FURNISH SIGN

Signs shall be fabricated and furnished in accordance with details shown on the plans, the Traffic Sign Specifications, and these special provisions.

Traffic Sign Specifications for California sign codes are available for review at the Department's internet site:

<http://www.dot.ca.gov/hq/traffops/signtech/signdel/specs.htm>

Traffic Sign Specifications for signs referenced with Federal MUTCD sign codes can be found in Standard Highway Signs Book, administered by the Federal Highway Administration, which is available for review at the following Internet website:

<http://mutcd.fhwa.dot.gov/ser-pubs.htm>

Information on cross-referencing California sign codes with the Federal MUTCD sign codes is available at the Department's internet site:

<http://www.dot.ca.gov/hq/traffops/signtech/signdel/specs.htm>

Temporary or permanent signs shall be free from blemishes that may affect the serviceability and detract from the general sign color and appearance when viewing during daytime and nighttime from a distance of 8 m. The face of each finished sign shall be uniform, flat, smooth, and free of defects, scratches, wrinkles, gel, hard spots, streaks, extrusion marks, and air bubbles. The front, back, and edges of the sign panels shall be free of router chatter marks, burns, sharp edges, loose rivets, delaminated skins, excessive adhesive over spray and aluminum marks.

QUALITY CONTROL FOR SIGNS

The requirements of "Quality Control for Signs" in this section shall not apply to construction area signs.

No later than 14 days before sign fabrication, the Contractor shall submit a written copy of the quality control plan for signs to the Transportation Laboratory, Materials Engineering and Testing Services (METS), Telephone (916) 227-7291. METS will have 10 days to review the quality control plan. Sign fabrication shall not begin until METS approves the Contractor's quality control plan in writing. The Contractor shall submit to the Engineer at least 3 copies of the approved quality control plan. The quality control plan shall include, but not be limited to the following requirements:

1. Identification of the party responsible for quality control of signs,
2. Basis of acceptance for incoming raw materials at the fabrication facility,
3. Type, method and frequency of quality control testing at the fabrication facility,
4. List (by manufacturer and product name) of process colors, protective overlay film, retroreflective sheeting and black non-reflective film,
5. Recommended cleaning procedure for each product,

6. Method of packaging, transport and storage for signs.

No legend shall be installed at the project site. Legend shall include letters, numerals, tildes, bars, arrows, route shields, symbols, logos, borders, artwork, and miscellaneous characters. The style, font, size, and spacing of the legend shall conform to the Standard Alphabets published in the FHWA Standard Highway Signs Book. The legend shall be oriented in the same direction in accordance with the manufacturer's orientation marks found on the retroreflective sheeting.

On multiple panel signs, legend shall be placed across joints without affecting the size, shape, spacing, and appearance of the legend. Background and legend shall be wrapped around interior edges of formed panel signs as shown on plans to prevent delamination.

The following notation shall be placed on the lower right side of the back of each sign where the notation will not be blocked by the sign post or frame:

1. PROPERTY OF STATE OF CALIFORNIA.
2. Name of the sign manufacturer.
3. Month and year of fabrication.
4. Type of retroreflective sheeting
5. Manufacturer's identification and lot number of retroreflective sheeting.

The above notation shall be applied directly to the aluminum sign panels in 6-mm upper case letters and numerals by die-stamp and applied by similar method to the fiberglass reinforced plastic signs. Painting, screening, or engraving the notation will not be allowed. The notation shall be applied without damaging the finish of the sign.

Signs with a protective overlay film shall be marked with a dot of 10 mm diameter. The dot placed on white border shall be black while the dot placed on black border shall be white. The dot shall be placed on the lower border of the sign before application of the protective overlay film and shall not be placed over the legend and bolt holes. The application method and exact location of the dot shall be determined by the manufacturer of the signs.

For sign panels that have a minor dimension of 1220 mm or less, no splice will be allowed in the retroreflective sheet except for the splice produced during the manufacturing of the retroreflective sheeting. For sign panels that have a minor dimension greater than 1220 mm, only one horizontal splice will be allowed in the retroreflective sheeting.

Unless specified by the manufacturer of the retroreflective sheeting, splices in retroreflective sheeting shall overlap by a minimum of 25 mm. Splices shall not be placed within 50 mm from edges of the panels. Except at the horizontal borders, the splices shall overlap in the direction from top to bottom of the sign to prevent moisture penetration. The retroreflective sheeting at the overlap shall not exhibit a color difference under the incident and reflected light.

Signs exhibiting a significant color difference between daytime and nighttime shall be replaced immediately at the Contractor's expenses.

Repairing sign panels will not be allowed except when approved by the Engineer.

The Department will inspect signs at the Contractor's facility and delivery location, and in accordance with Section 6, "Control of Materials," of the Standard Specifications. The Engineer will inspect signs for damage and defects before and after installation.

Regardless of kind, size, type, or whether delivered by the Contractor or by a common carrier, signs shall be protected by thorough wrapping, tarping, or other methods to ensure that signs are not damaged by weather conditions and during transit. Signs shall be dry during transit and shipped on pallets, in crates, or tier racks. Padding and protective materials shall be placed between signs as appropriate. Finished sign panels shall be transported and stored by method that protects the face of signs from damage. The Contractor shall replace wet, damaged, and defective signs at the Contractor's expense.

Signs shall be stored in dry environment at all times. Signs shall not rest directly on the ground or become wet during storage. Signs, whether stored indoor or outdoor, shall be in free standing. When stored outdoor, signs shall be placed at a minimum spacing of 100 mm apart. In areas of high heat and humidity signs shall be stored in enclosed climate-controlled trailers or containers. Signs shall be stored indoor if duration of the storage will exceed 30 days.

Screen processed signs shall be protected, transported and stored as recommended by the manufacturer of the retroreflective sheeting.

When requested, the Contractor shall provide the Engineer test samples of signs and materials used at various stages of production. Sign samples shall be 300 mm x 300 mm in size with applied background, letter or numeral, and border strip.

The Contractor shall assume the costs and responsibilities resulting from the use of patented materials, equipment, devices, and processes for the Contractor's work.

SHEET ALUMINUM

Alloy and temper designations for sheet aluminum shall be in accordance with ASTM Designation: B209.

The Contractor shall furnish the Engineer a Certificate of Compliance in accordance to Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for the sheet aluminum.

Sheet aluminum shall be pretreated in accordance to ASTM Designation: B449. Surface of the sheet aluminum shall be cleaned, deoxidized, and coated with a light and tightly adherent chromate conversion coating free of powdery residue. The conversion coating shall be Class 2 with a mass between 108 mg/m² and 377 mg/m², and an average mass of 269 mg/m². Following the cleaning and coating process, the sheet aluminum shall be protected from exposure to grease, oils, dust, and contaminants.

Sheet aluminum shall be free of buckles, warps, dents, cockles, burrs, and defects resulting from fabrication.
Base plate for standard route marker shall be die cut.

RETROREFLECTIVE SHEETING

The contractor shall furnish retroreflective sheeting for sign background and legend in accordance with ASTM Designation: D4956 and "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

Retroreflective sheeting shall be applied to sign panels as recommended by the retroreflective sheeting manufacturer without stretching, tearing, and damage.

Class 1, 3, or 4 adhesive backing shall be used for Type II, III, IV, VII, VIII, and IX retroreflective sheeting. Class 2 adhesive backing may also be used for Type II retroreflective sheeting. The adhesive backing shall be pressure sensitive and fungus resistant.

When the color of the retroreflective sheeting determined from instrumental testing is in dispute, the Engineer's visual test will govern.

PROCESS COLOR AND FILM

The Contractor shall furnish and apply screened process color, non-reflective opaque black film, and protective overlay film of the type, kind, and product that are approved by the manufacturer of the retroreflective sheeting.

The Contractor shall furnish the Engineer a Certificate of Compliance in accordance to Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for the screened process color, non-reflective opaque black film, and protective overlay film.

The surface of the screened process color shall be flat and smooth. When the screened process colors determined from the instrumental testing in accordance to ASTM Designation: D4956 are in dispute, the Engineer's visual test will govern.

The Contractor shall provide patterns, layouts, and set-ups necessary for the screened process.

The Contractor may use green, red, blue, and brown reverse-screened process colors for background and non-reflective opaque black film or black screened process color for legend. The coefficient of retroreflection for reverse-screened process colors on white retroreflective sheeting shall not be less than 70 percent of the coefficient of retroreflection specified in ASTM Designation: D4956.

The screened process colors and non-reflective opaque black film shall have the same outdoor weatherability as that of the retroreflective sheeting.

After curing, screened process colors shall withstand removal when tested by applying 3M Company Scotch Brand Cellophane Tape No. 600 or equivalent tape over the color and removing with one quick motion at 90° angle.

SINGLE SHEET ALUMINUM SIGN

Single Sheet aluminum signs shall be fabricated and furnished with or without frame. The Contractor shall furnish the sheet aluminum in accordance to "Sheet Aluminum" of these special provisions. Single sheet aluminum signs shall be fabricated from sheet aluminum alloy 6061-T6 or 5052-H38.

Single Sheet aluminum signs shall not have a vertical splice in the sheet aluminum. For signs with depth greater than 1220 mm, one horizontal splice will be allowed in the sheet aluminum.

Framing for single sheet aluminum sign shall consist of aluminum channel or rectangular aluminum tubing. The framing shall have a length tolerance of +3 mm. The face sheet shall be affixed to the frame with rivets of 5-mm diameter. Rivets shall be placed within the web of channels and shall not be placed less than 13 mm from edges of the sign panels. Rivets shall be made of aluminum alloy 5052 and shall be anodized or treated with conversion coating to prevent corrosion. The exposed portion of rivets on the face of signs shall be the same color as the background or legend where the rivets are placed.

Finished signs shall be flat within a tolerance of +3 mm per meter when measured across the plane of the sign in all directions. The finished signs shall have an overall tolerance within +3 mm of the detailed dimensions.

Aluminum channels or rectangular aluminum tubings shall be welded together with the inert gas shielded-arc welding process using E4043 aluminum electrode filler wires as shown on the plans. Width of the filler shall be equal to wall thickness of smallest welded channel or tubing.

FIBERGLASS REINFORCED PLASTIC PANEL SIGN

The contractor shall furnish fiberglass reinforced plastic panel sign in accordance with ASTM Designation: D3841 and "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

Fiberglass reinforced plastic shall be acrylic modified and ultraviolet stabilized for outdoor weatherability. The plastic shall contain additives designed to suppress fire ignition and flame propagation. When tested in accordance with the requirements in the ASTM Designation: D635, the extent of burning shall not exceed 25 mm.

Fiberglass reinforced plastic shall be stabilized to prevent the release solvents and monomers. The front and back surfaces of the laminate shall be clean and free of constituents and releasing agents that can interfere with the bonding of retroreflective sheeting.

The fiberglass reinforced plastic panel sign shall be weather resistant Grade II thermoset polyester laminate.

The fiberglass reinforced plastic panels shall be minimum 3.4 mm thick. Finished fiberglass reinforced plastic panel signs shall be flat within a tolerance of +3 mm per meter when measured across the plane of the sign in all directions. The finished signs shall have an overall tolerance within +3 mm of the specified dimensions.

Color of fiberglass reinforced plastic panels shall be uniform gray within Munsell range of N7.5 to N8.5.

Fiberglass reinforced plastic panels shall be cut from a single piece of laminate. Bolt holes shall be predrilled. The predrilled bolt holes, panel edges, and the front and back surfaces of the panels shall be true and smooth. The panel surfaces shall be free of visible cracks, pinholes, foreign inclusions, warping and wrinkles that can affect performance and serviceability.

LAMINATED PANEL SIGN

Laminated panel signs shall consist of two sheet aluminum laminated to a honeycomb core and extruded aluminum frame to produce flat and rigid panels of 25.4-mm or 63.5-mm nominal thickness.

The face of laminated panel signs shall be fabricated from sheet aluminum alloy 6061-T6 or 5052-H32 of 1.6-mm thickness. The back of laminated panel signs shall be fabricated from sheet aluminum alloy 3003-H14 of 1.0-mm thickness. The Contractor shall furnish sheet aluminum as provided in "Sheet Aluminum" of these special provisions.

The core material shall be phenolic impregnated kraft paper honeycomb and fungus resistant in accordance to Military Specification MIL-D-5272. The honeycomb cell size shall be 13 mm. Weight of the kraft paper shall be 300 g/m² and impregnated minimum 18 percent by weight.

A laminating adhesive that can produce a resilient oil and water-resistant bond shall be used to adhere the extruded aluminum frame and the honeycomb core to the sheet aluminum. Edge and interior delamination occur when a 0.25-mm thick feeler gauge of 13 mm in length can be inserted into a depth of more than 13 mm between the extruded aluminum frame and the sheet aluminum. Laminated panel sign with delamination will be rejected.

Laminated panels shall be able to resist a wind load of 161 kg/m² for the following simple span lengths with a bending safety factor of 1.25:

Panel Type	Nominal Panel Thickness	Simple Span Length
B	25.4 mm	2.7 m

The tensile strength of laminated panels shall be at least 138 kPa when tested in accordance with the following modification and with ASTM Designations: C297 and C481, Cycle B after aging. Instead of spraying with hot water, the specimen shall be totally immersed in 70°C hot water. When requested by the Engineer or the Transportation Laboratory, at least one test sample of 300 mm x 300 mm in size shall be taken for every 186 m² of the panel production cycle or of the total factory production order, whichever occurs first.

Rivets used to secure the sheet aluminum to the perimeter frame shall be fabricated from aluminum alloy 5052 and anodized or treated with a conversion coating to prevent corrosion. Size of the aluminum rivets shall be 5 mm in diameter and placed at the corners of the laminated panels. Color of the exposed portion of the rivets shall be the same color as the sign background or legend on which the rivets are placed. Rivets or stainless steel screws shall be placed in holes drilled during fabrication in the perimeter frame.

On laminated multiple panel signs, a closure H-Section shall be placed in the top channel of the bottom panel. Perimeter frame of adjoining panel shall accommodate the closure H-Section in the closed position.

For signs with a depth of 1524 mm or less, the laminated panels shall be fabricated with no horizontal joints, splices or seams. For signs with a depth of greater than 1524 mm, the laminated panels may be fabricated in two panels.

The face of laminated panels shall be flat with a tolerance of +8 mm per meter when measured across the plane of each panel in all directions. Where laminated panels adjoin, the gap between adjoining edges from one corner to the other corner shall not deviate by more than 1 mm. Non-adjoining edges from one corner to the other corner shall not deviate by more than 3 mm from a straight plane. The front and back sheet aluminum shall be flush with the perimeter frame. The panel edges shall be smooth.

Laminated panel signs shall be within +3 mm or -13 mm of the detailed dimensions. The difference in length between adjoining panels of multiple panel signs shall not be greater than 13 mm.

Roadside laminated panel signs shall be Type B. Type B panels shall have a nominal thickness of 25.4 mm or 63.5 mm.

The perimeter frame of Type B panels shall consist of extruded channel edges. The interior and exterior sides of the channels, except the sides touching the face and back sheet aluminum, shall be welded at the joint. Sealant shall be placed at the corners of the perimeter frame to prevent moisture penetration.

Each side of the vertical tube spacers of Type B panels shall be welded to the perimeter frame, except the sides touching the front and back sheet aluminum.

The Contractor shall furnish mounting hardware for roadside laminated panel signs, such as closure H-sections, lags, bolts, nuts, and washers.

MEASUREMENT AND PAYMENT

Furnishing signs (except for construction area signs) will be measured by the square meter and the quantity to be paid for will be the total area, in square meters, of the sign panel types installed in place.

The contract price paid per square meter for furnish sign of the types specified in the Engineer's estimate shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in fabricating and furnishing the signs, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Full compensation for furnishing and installing protective overlay on signs shall be considered as included in the contract price paid per square meter for furnish sign of the various types and no separate payment will be made therefor.

10-1.51 CLEAN AND PAINT STRUCTURAL STEEL

New metal beam guard railing steel post surfaces and exterior surfaces of corrugated steel pipe downdrains, including corrugated steel entrance tapers, slip joints, metal pipe downdrain anchor assemblies, shall be cleaned and painted in conformance with the provisions in Section 59-2, "Painting Structural Steel," Section 59-3, "Painting Galvanized Surfaces," and Section 91, "Paint," of the Standard Specifications and these special provisions.

GENERAL

Prior to performing any painting, the Contractor shall submit to the Engineer, in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications, 3 copies of a separate Painting Quality Work Plan (PQWP) for each item of work for which painting is to be performed. As a minimum, each PQWP shall include the following:

- A. The name of each Contractor or subcontractor to be used.
- B. One copy each of all current ASTM and "SSPC: The Society for Protective Coatings" specifications or qualification procedures applicable to the painting to be performed. These documents shall become the permanent property of the Department.
- C. A copy of the coating manufacturer's guidelines and recommendations for surface preparation, painting, drying, curing, handling, shipping, and storage of painted structural steel, including testing methods and maximum allowable levels for soluble salts.
- D. Proposed methods and equipment to be used for any paint application.
- E. Proof of each of any required certifications, SSPC-QP 1, SSPC-QP 2, SSPC-QP 3. Where SSPC-QP 3 certification is required, an enclosed shop facility shall be required. Certification of AISC Sophisticated Paint Endorsement Quality Program, P-1 Enclosed endorsement, will be considered equivalent to SSPC-QP 3.
 1. In lieu of certification in conformance with the requirements in SSPC-QP 1 for this project, the Contractor may submit written documentation showing conformance with the requirements in Section 3, "General Qualification Requirements," of SSPC-QP 1.
 2. In lieu of certification in conformance with the requirements in SSPC-QP 3 for this project, the Contractor may submit written documentation showing conformance with the requirements in Section 3, "General Qualification Requirements," of SSPC-QP 3.
- F. Proposed methods to control environmental conditions in accordance with the manufacturer's recommendations and these special provisions.
- G. Proposed methods to protect the coating during curing, shipping, handling, and storage.
- H. Proposed rinse water collection plan.
- I. A detailed paint repair plan for the repair of damaged areas.
- J. Procedures for containing blast media and water during application of coatings and coating repair of erected steel.
- K. Examples of proposed daily reports for all testing to be performed, including type of testing, location, lot size, time, weather conditions, test personnel, and results.

Prior to submitting the PQWP, a pre-painting meeting between the Engineer, the Contractor, and a representative from each entity performing painting for this project shall be held to discuss the requirements for the PQWP.

The Engineer shall have 3 weeks to review the PQWP submittal after a complete plan has been received. No painting shall be performed until the PQWP for that work is approved by the Engineer. Should the Engineer fail to complete the review within this time allowance and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the PQWP, the delay will be considered a right of way delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

The Engineer's approval of the Contractor's PQWP shall not relieve the Contractor of any responsibility under the contract for the successful completion of the work in conformity with the requirements of the plans and specifications.

The Contractor shall provide enclosures to permit cleaning and painting during inclement weather. Provisions shall be made to control atmospheric conditions inside the enclosures within specified limits during cleaning and painting operations, drying to solvent insolubility, and throughout the curing period in accordance with the manufacturer's recommendations and these special provisions. Full compensation for providing and maintaining such enclosures shall be considered as included in the prices paid for the various contract items of work requiring paint and no additional compensation will be allowed therefor.

Fresh, potable water with a maximum chloride content of 75 mg/L and a maximum sulfate content of 200 mg/L shall be used for water rinsing or pressure washing operations. No continuous recycling of rinse water will be permitted. If rinse water is collected into a tank and subsequent testing determines the collected water conforms to the specified requirements, reuse may be permitted by the Engineer if no collected water is added to the tank after sample collection for determination of conformance to specified requirements.

CLEANING

New metal surfaces, except where galvanized, shall be dry blast cleaned in conformance with the requirements in SSPC-SP 10, "Near White Blast Cleaning," of the "SSPC: The Society for Protective Coatings." Blast cleaning shall leave surfaces with a dense, uniform, angular anchor pattern of not less than 40 µm nor more than 86 µm as measured in conformance with the requirements in ASTM Designation: D 4417.

Mineral and slag abrasives used for blast cleaning steel surfaces shall conform to the requirements for Class A, Grade 2 to 3 abrasives contained in SSPC-AB 1, "Mineral and Slag Abrasives," of the "SSPC: The Society for Protective Coatings," and shall not contain hazardous material.

Steel abrasives used for blast cleaning steel surfaces shall comply with the requirements of SSPC-AB 3, "Ferrous Metallic Abrasive," of the "SSPC: The Society for Protective Coatings." If steel abrasive is recycled through shop or field abrasive blast cleaning units, the recycled abrasive shall conform to the requirements of SSPC-AB 2, "Specification for Cleanliness of Recycled Ferrous Metallic Abrasive," of the "SSPC: The Society for Protective Coatings."

A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications and a Material Safety Data Sheet shall be furnished prior to use for each shipment of blast cleaning material for steel.

Abrasive blast cleaned surfaces shall be tested by the Contractor for soluble salts using a Class A or B retrieval method as described in Technology Guide 15, "Field Methods for Retrieval and Analysis of Soluble Salts on Steel and Other Nonporous Substrates," of the "SSPC: The Society for Protective Coatings," and cleaned so the maximum level of soluble salts does not exceed the lesser of the coating manufacturer's written recommendations or 10 micrograms per square centimeter. Areas of abrasive blast cleaned steel shall be tested at the rate of 3 tests for the first 100 square meters prepared per day, and one test for each additional 100 square meters or portion thereof, at locations selected by the Engineer. When less than 100 square meters of surface area is prepared in a shift, at least 2 tests shall be performed. If levels of soluble salts exceed the maximum allowed by these special provisions, the entire area represented by the testing will be rejected. The Contractor shall perform additional cleaning and testing of rejected areas until soluble salt levels conform to these requirements.

Corners shall be chamfered to remove sharp edges.

Thermal cut edges (TCEs) to be painted shall be conditioned before blast cleaning by shallow grinding or other method approved by the Engineer to remove the thin, hardened layer of material resulting from resolidification during cooling.

Visually evident base metal surface irregularities and defects shall be removed in accordance with ASTM Designation: A 6 or AASHTO Designation: M 160 prior to blast cleaning steel. When material defects exposed by blast cleaning are removed, the blast profile shall be restored by either blast cleaning or by using mechanical tools in accordance with SSPC-SP 11, "Power Tool Cleaning to Bare Metal," of the "SSPC: The Society for Protective Coatings."

PAINTING

Blast cleaned surfaces shall receive a single undercoat, and a final coat where specified, consisting of an inorganic zinc coating conforming to the requirements in AASHTO Designation: M 300, Type I or Type II, except that: 1) the first

3 sentences of Section 5.6, "Primer Field Performance Requirements," shall not apply for Type II coatings, and 2) the entire Section 5.6.1 shall not apply for either type of inorganic zinc coating.

If the Contractor proposes to use a Type I coating, the Contractor shall furnish to the Engineer for review documentation as required in Section 5.6 of AASHTO Designation: M 300. The Contractor shall allow the Engineer 4 weeks to review the proposal.

If the Contractor proposes to use a Type II coating, the coating shall be selected from the qualified products list, which may be obtained from the Transportation Laboratory.

The color of the final application of inorganic zinc coating shall match Federal Standard 595B No. 30097 for metal beam guard railing steel posts.

The color of the final application of inorganic zinc coating shall match Federal Standard 595B, No. 30145 for corrugated steel pipe downdrains.

Inorganic zinc coating shall be used within 12 hours of initial mixing.

Application of inorganic zinc coating shall conform to the provisions for applying zinc-rich coating in Section 59-2.13, "Application of Zinc-Rich Primer," of the Standard Specifications.

The single undercoat of inorganic zinc coating shall be applied to the required dry film thickness in 2 or more applications within 8 hours of the start of blast cleaning. Abrasive blast cleaned steel shall not be exposed to relative humidity exceeding 85 percent prior to application of inorganic zinc coating.

The total dry film thickness of all applications of the inorganic zinc undercoat, including the surfaces of outside existing members within the grip under bolt heads, nuts, and washers, shall be not less than 100 μm nor more than 200 μm , except that the total dry film thickness on each faying (contact) surface of high strength bolted connections shall be between 25 μm and the maximum allowable dry film thickness for Class B coatings as determined by certified testing in conformance with Appendix A of the "Specification for Structural Joints Using ASTM A325 or A490 Bolts" of the Research Council on Structural Connections (RCSC Specification). Unless otherwise stated, all inorganic zinc coatings used on faying surfaces shall meet the slip coefficient requirements for a Class B coating on blast-cleaned steel, as specified in the RCSC Specification. The Contractor shall provide results of certified testing showing the maximum allowable dry film thickness for the Class B coating from the qualifying tests for the coating chosen, and shall maintain the coating thickness on actual faying surfaces of the structure at or below this maximum allowable coating thickness.

Areas where mudcracking occurs in the inorganic zinc coating shall be blast cleaned and repainted with inorganic zinc coating to the specified thickness.

Steel surfaces coated with Type II inorganic zinc coating shall be protected from conditions that may cause the coating film to dissolve. The Contractor, at the Contractor's expense, shall repair areas where the coating has dissolved by blast cleaning and repainting with inorganic zinc coating to the specified thickness.

Dry spray, or overspray, as defined in the Steel Structures Painting Manual, Volume 1, "Good Painting Practice," of the "SSPC: The Society for Protective Coatings," shall be removed prior to application of subsequent coats or final acceptance. Removal of dry spray shall be by screening or other methods that minimize polishing of the inorganic zinc surface. The dry film thickness of the coating after removal of dry spray shall be in conformance with the provisions for applying the single undercoat, as specified herein.

The Contractor shall test the inorganic zinc coating prior to application of final coats. The locations of the tests will be determined by the Engineer. The Contractor shall determine the sequence of the testing operations. The testing for adhesion and hardness shall be performed no sooner than 72 hours after application of the single undercoat of inorganic zinc coating. At the Contractor's expense, satisfactory access shall be provided to allow the Engineer to determine the location of the tests.

The inorganic zinc coating shall pass the following tests:

- A. The inorganic zinc coating shall have a minimum adhesion to steel of 4 MPa when measured using a self-aligning adhesion tester in conformance with the requirements in ASTM Designation: D 4541. The Engineer will select 3 locations per 100 square meters of painted surface for adhesion testing. If less than 100 square meters of steel is painted in a work shift, the Engineer will select 3 areas painted during the work shift for testing. If 2 or more of the locations tested fail to meet adhesion requirements, the entire area represented by the tests will be rejected. If one of the locations tested fails to meet adhesion requirements, an additional 3 locations shall be tested. Should any of the additional locations fail to meet adhesion requirements, the entire area represented by the tests will be rejected. The Contractor, at the Contractor's expense, shall repair the rejected area by blast cleaning and repainting with inorganic zinc to the specified thickness. Test locations for areas of inorganic zinc meeting adhesion testing requirements shall be repaired by application of organic zinc primer as specified in Section 91-1.04, "Materials," of the Standard Specifications to the specified minimum dry film thickness.
- B. Areas of inorganic zinc coating where finish coats are to be applied shall be tested by the Contractor for soluble salts using a Class A or B retrieval method as described in Technology Guide 15, "Field Methods for Retrieval and Analysis of Soluble Salts on Steel and Other Nonporous Substrates," of the "SSPC: The Society for Protective Coatings," and cleaned so the maximum level of soluble salts does not exceed the lesser of the manufacturer's

written recommendations or 10 micrograms per square centimeter. Areas of inorganic zinc coating shall be tested at the rate of 3 tests for the first 100 square meters to be painted per day and one test for each additional 100 square meters or portion thereof at locations selected by the Engineer. When less than 100 square meters of surface area is painted in a shift, at least 2 tests shall be performed. If levels of soluble salts exceed the maximum allowed by these special provisions, the entire area represented by the testing will be rejected. The Contractor shall perform additional cleaning and testing of rejected areas until soluble salt levels conform to these requirements.

- C. Prior to application of final coats, the inorganic zinc coating shall exhibit a solid, hard, and polished metal surface when firmly scraped with the knurled edge of a quarter. Inorganic zinc coating that is powdery, soft, or does not exhibit a polished metal surface, as determined by the Engineer, shall be repaired by the Contractor, at the Contractor's expense, by blast cleaning and repainting with inorganic zinc coating to the specified thickness.

Additional Requirements for Water Borne Inorganic Zinc Primers

- A. The surface pH of the inorganic zinc primer shall be tested by wetting the surface with de-ionized water for a minimum of 15 minutes but no longer than 30 minutes and applying pH paper with a capability of measuring in increments of 0.5 pH units. At least 2 surface pH readings shall be taken for every 50 square meters or portion thereof. If less than 50 square meters of steel is coated in a single shift or day, at least 2 surface pH readings shall be taken for primer applied during that period. Application of finish coats will not be permitted until the surface pH is less than or equal to 7.
- B. Dry to solvent insolubility for water borne inorganic zinc primers shall be determined in conformance with the requirements in ASTM Designation: D 4752, except that water shall be the solvent. The resistance rating shall be not less than 4. Areas of inorganic zinc coating shall be tested for solvent insolubility at the rate of one test per 50 square meters or portion thereof. Inorganic zinc coating represented by the tested area that does not meet the solvent insolubility requirements will be rejected. The Contractor, at the Contractor's expense, shall repair rejected areas by blast cleaning and repainting with inorganic zinc coating to the specified thickness.

Additional Requirements for Solvent Borne Inorganic Zinc Primers

- A. Dry to solvent insolubility for solvent borne inorganic zinc primers shall be determined in conformance with the requirements in ASTM Designation: D 4752. The resistance rating shall be not less than 4. Areas of inorganic zinc coating shall be tested for solvent insolubility at the rate of one test per 50 square meters or portion thereof. Inorganic zinc coating represented by the tested area that does not meet the solvent insolubility requirements will be rejected. The Contractor, at the Contractor's expense, shall repair rejected areas by blast cleaning and repainting with inorganic zinc coating to the specified thickness.
- B. Surface hardness of solvent borne inorganic zinc shall be a minimum 2H when measured in conformance with the requirements in ASTM Designation: D 3363. Areas of inorganic zinc coating shall be tested at the rate of one test per 50 square meters or portion thereof. Inorganic zinc coating that fails to meet the surface hardness requirements shall be repaired by the Contractor, at the Contractor's expense, by blast cleaning and repainting with inorganic zinc coating to the specified thickness.

The Contractor, at the Contractor's expense, shall retest all rejected areas of inorganic zinc coating after repairs have been completed.

The exterior surfaces of undercoated areas of the metal beam guard railing steel posts shall receive a final coat of an inorganic zinc coating of the same product used in the single undercoat.

The final coat of inorganic zinc coating shall be applied after testing and completion of all operations that may damage or discolor the steel surface, including correction of runs, sags, thin and excessively thick areas in the paint film, skips and holidays, dry spray, or areas of non-uniform appearance.

The area to receive the final coat of inorganic zinc coating shall be lightly roughened by abrasive blasting using an abrasive no larger than 600 μm . Abrasive blasting shall remove no more than 15 μm of inorganic zinc. The surface to be lightly roughened shall be free from moisture, dust, grease, or deleterious material. The undercoated areas of the under surfaces of bottom flanges shall be protected from abrasive blast cleaning operations.

The final coat of inorganic zinc coating shall be applied to the required dry film thickness in one uniform application within 24 hours after light roughening. The dry film thickness of the final coat shall be not less than 25 μm nor more than 75 μm .

Except at bolted connections, the total dry film thickness of all applications of the single undercoat and final coat of inorganic zinc coating shall be not less than 125 μm nor more than 275 μm .

Finish coats will not be required.

Exposed surfaces of metal beam guard railing steel posts and corrugated steel pipe downdrains, including corrugated steel entrance tapers, slip joints, metal pipe downdrain anchor assemblies, shall be prepared and painted in conformance with the provisions in Section 59, "Painting," of the Standard Specifications and these special provisions.

Exposed areas of surfaces of metal beam guard railing steel posts and corrugated steel pipe downdrains, including corrugated steel entrance tapers, slip joints, metal pipe downdrain anchor assemblies, shall receive a minimum of 2 finish coats of paint conforming to either the requirements for White Tintable Finish Paint-Waterborne, Formula PWB-164B, or an exterior grade latex paint meeting the requirements for SSPC-Paint 24, "Latex Semi-Gloss Exterior Topcoat," of the "SSPC: The Society for Protective Coatings," and conforming to the following:

- A. No visible color change in the finish coats shall occur when tested in conformance with the requirements in ASTM Designation: G 53 using FS 40 UV-B bulbs for a minimum of 38 cycles. The cycle shall be 4 hours of ultraviolet (UV) exposure at 60°C and 4 hours of condensate exposure at 40°C.
- B. The vehicle shall be an acrylic or modified acrylic copolymer with a minimum of necessary additives.

The total dry film thickness of all applications of the first finish coat shall be not less than 50 µm.

Except as approved by the Engineer, a minimum drying time of 12 hours shall be allowed between finish coats.

The second finish coat color shall match Federal Standard 595B, No. 30097 for metal beam guard railing steel posts. The second finish coat color shall match Federal Standard 595B, No. 30145 for corrugated steel pipe downdrains. The total dry film thickness of all applications of the second finish coat shall be not less than 50 µm.

The 2 finish coats shall be applied in 2 or more applications to a total dry film thickness of not less than 100 µm nor more than 200 µm.

Full compensation for painting metal beam guard railing steel posts shall be considered as included in the contract price paid per meter for metal beam guard railing (steel post) and no separate payment will be made therefor.

Full compensation for painting corrugated steel pipe downdrains, including corrugated steel entrance tapers, slip joints, metal pipe downdrain anchor assemblies, shall be considered as included in the contract price paid per meter for corrugated steel pipe downdrain and no separate payment will be made therefor.

10-1.52 PREPARE AND STAIN CONCRETE SURFACES

This work shall consist of preparing and staining concrete surfaces and shotcrete surfaces, where shown on the plans, and in conformance with these special provisions.

Materials

The stain shall consist of a base and accent stain material. The base stain shall be an organic based non-toxic iron oxide derivative. The accent stain shall be a water based solution of metallic salts that penetrate and react with the concrete and shotcrete surfaces to produce insoluble, abrasion-resistant color deposits in the pores of the concrete and shotcrete. The stain shall contain dilute acid to etch the surfaces so that the staining ingredients can penetrate the concrete and shotcrete.

The stain shall be formulated and applied so that the final coloring of the stained concrete and shotcrete surfaces is in the range of earthtones that matches existing rock formations on the site.

The Contractor shall submit to the Engineer, not less than one week prior to applying the shotcrete or concrete stain to a test panel, a copy of the manufacturer's recommendations and written application instructions.

DEBRIS CONTAINMENT AND COLLECTION PROGRAM

Prior to commencement of concrete or shotcrete staining operations, the Contractor shall submit to the Engineer a containment and collection program for liquid and effluent runoff and residue resulting from preparing, staining, and rinsing concrete and shotcrete surfaces. The Engineer will notify the Contractor of the approval or rejection of the containment and collection program within 2 weeks of the Contractor's complete submittal. No staining work shall be performed until the Engineer has reviewed and approved the debris containment and collection program.

The containment system shall contain all liquid and effluent runoff and residue resulting from preparing, staining, and rinsing stained concrete and shotcrete surfaces. A sample of the liquid and effluent runoff and residue shall be collected for testing. These samples shall be taken to an authorized hazardous waste testing laboratory for testing to determine proper disposal procedures. A copy of the test results shall be given to the Engineer.

The State will not be liable to the Contractor for failure to approve all or any portion of an originally submitted or revised containment and collection program, nor for any delays to the work due to the Contractor's failure to submit acceptable programs.

Disposal of water and debris collected by the containment system shall be performed in conformance with all applicable Federal, State, and Local hazardous waste laws. Laws that govern this work may include:

- A. Health and Safety Code, Division 20, Chapter 6.5 (California Hazardous Waste Control Act).

- B. Title 22, California Code of Regulations, Division 4.5, (Environmental Health Standards for the Management of Hazardous Waste).
- C. Title 8, California Code of Regulations.

Full compensation for the debris containment and collection program, including disposal of water and debris, shall be considered as included in the contract price paid for prepare and stain concrete surfaces, and no additional compensation will be allowed therefor.

Surface Preparation

New concrete and shotcrete surfaces to be stained shall be cured in conformance with the provisions in Section 90-7.03, "Curing Structures," of the Standard Specifications and these special provisions.

Concrete and shotcrete surfaces to be stained shall be prepared in conformance with the requirements of SSPC-SP 13, "Surface Preparation of Concrete," of the SSPC: The Society for Protective Coatings.

Immediately prior to staining operations the Contractor shall clean all concrete surfaces to be stained by water rinsing as defined in Section 59-1.03, "Application," of the Standard Specifications.

Concrete and Shotcrete Staining

Stain shall be applied to a minimum of three 2.0 meter by 2.0 meter test locations for shotcrete surfaces and similarly three locations for concrete surfaces, as designated by the Engineer, and their appearance shall be approved by the Engineer prior to commencement of staining operations on the remaining surfaces. The Contractor shall notify the Engineer at least 5 days prior to applying the stain to the test areas. If ordered by the Engineer, additional staining tests shall be performed until the specified finish and color are obtained, as determined by the Engineer.

The stain shall be applied in conformance with the provisions for paint application in Section 59-1.02, "Weather Conditions," of the Standard Specifications, except that application of stain will not be permitted when the atmospheric or surface temperature is at or below 10°C or above 35°C. The stain shall be applied in conformance with the manufacturer's recommendations in a minimum of 3 separate applications of at least 2 multiple stain colors. The first application shall consist of applying a 60% strength mixture of base stain. The second application shall consist of applying a 100% strength mixture of the same base stain. The third application shall consist of applying accent stain. The stain shall be applied uniformly, working to avoid excessive rundown. The stain shall be worked into the concrete or shotcrete surface in circular motions with a nylon-bristled brush. Drips, puddles, or other irregularities shall be worked into the concrete or shotcrete.

After the last coat of stain has dried, all stained surfaces shall be rinsed with clean water until the rinse water runs clear.

Adjacent surfaces shall be protected from concrete staining operations. Any damage to adjacent surfaces resulting from concrete staining operations shall be repaired at the Contractor's expense.

Payment

Full compensation for preparing and staining concrete surfaces and shotcrete surfaces, as shown on the plans and as specified herein, including collecting and handling liquid and effluent runoff and residue, shall be considered as included in the contract price paid per square meter for prepare and stain concrete surfaces, and no separate payment will be made therefor.

10-1.53 PLASTIC PIPE

Plastic pipe shall conform to the provisions in Section 64, "Plastic Pipe," of the Standard Specifications.

10-1.54 REINFORCED CONCRETE PIPE

Reinforced concrete pipe shall conform to the provisions in Section 65, "Reinforced Concrete Pipe," of the Standard Specifications and these special provisions.

Where embankment will not be placed over the top of the pipe, a relative compaction of not less than 85 percent shall be required below the pipe spring line for pipe installed using Method 1 backfill in trench, as shown on Standard Plan A62D. Where the pipe is to be placed under the traveled way, a relative compaction of not less than 90 percent shall be required unless the minimum distance between the top of the pipe and the pavement surface is the greater of 1.2 m or one half of the outside diameter of the pipe.

Except as otherwise designated by classification on the plans or in the specifications, joints for culvert and drainage pipes shall conform to the plans or specifications for standard joints.

When reinforced concrete pipe is installed in conformance with the details shown on Standard Plan A62DA, the fifth paragraph of Section 19-3.04, "Water Control and Foundation Treatment," of the Standard Specifications shall not apply.

When solid rock or other unyielding material is encountered at the planned elevation of the bottom of the bedding, the material below the bottom of the bedding shall be removed to a depth of 1/50 of the height of the embankment over the top of

the culvert, but not less than 150 mm nor more than 300 mm. The resulting trench below the bottom of the bedding shall be backfilled with structure backfill material in conformance with the provisions in Section 19-3.06, "Structure Backfill," of the Standard Specifications.

The excavation and backfill below the planned elevation of the bottom of the bedding will be paid for as extra work as provided in Section 4-1.03D, "Extra Work," of the Standard Specifications.

The Outer Bedding shown on Standard Plan A62DA shall not be compacted prior to placement of the pipe.

10-1.55 CORRUGATED METAL PIPE

Corrugated steel culverts shall conform to the provisions in Section 66, "Corrugated Metal Pipe," of the Standard Specifications and these special provisions.

Asphaltic mastic coating or polymeric sheet coating substituted for bituminous coating shall be placed on the outside and inside surfaces of the pipe.

Corrugated steel pipe shall be fabricated from zinc-coated steel sheet.

Anchor assemblies shall conform to the provisions in Section 69, "Overside Drains," of the Standard Specifications.

10-1.56 DOWNDRAIN

Corrugated steel entrance tapers, slip joints, metal pipe downdrain anchor assemblies, and corrugated steel pipe downdrains shall conform to the provisions in Section 69, "Overside Drains," of the Standard Specifications and these special provisions.

Steel entrance tapers and pipe downdrains shall be fabricated from zinc-coated steel sheet.

Exterior surfaces of corrugated steel pipe downdrains, including corrugated steel entrance tapers, slip joints, metal pipe downdrain anchor assemblies, shall be painted as specified in "Clean and Paint Steel" of these special provisions.

Full compensation for cleaning and painting exterior surfaces of corrugated steel pipe downdrains, including corrugated steel entrance tapers, slip joints, metal pipe downdrain anchor assemblies, shall be considered as included in the contract price paid per meter for corrugated steel pipe downdrain and no additional compensation will be allowed therefor.

10-1.57 CABLE ANCHORAGE SYSTEM

Cable anchorage systems for pipe downdrains shall be installed as shown on the plans and in conformance with the provisions in Section 69-1.02C, "Anchor Assemblies," of the Standard Specifications and these special provisions.

Cables, welded steel eyes, steel rods, turnbuckles, thimbles, cable clamps, and anchor plates shall conform to the provisions for similar materials in Section 83-1.02B, "Metal Beam Guard Railing," of the Standard Specifications.

Cable anchorage systems will be measured by unit.

The contract unit price paid for cable anchorage system shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all of the work involved in furnishing and installing cable anchorage systems, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.58 MISCELLANEOUS FACILITIES

Steel flared end section shall conform to the provisions in Section 70, "Miscellaneous Facilities," of the Standard Specifications.

10-1.59 SLOPE PROTECTION

Concreted rock slope protection shall be placed or constructed in conformance with the provisions in Section 72, "Slope Protection," of the Standard Specifications and these special provisions.

Rock slope protection fabric shall be woven or nonwoven type fabric, Type A or Type B, at the option of the Contractor.

10-1.60 MISCELLANEOUS IRON AND STEEL

Miscellaneous iron and steel shall conform to the provisions in Section 75, "Miscellaneous Metal," of the Standard Specifications.

10-1.61 WIRE MESH SYSTEM

GENERAL REQUIERMENTS

Wire mesh system shall consist of furnishing, transporting, and constructing a rock wire mesh system as shown on the plans, as specified in these special provisions, and as directed by the Engineer

Wire mesh shall be secured longitudinally at the top of the slope with anchor assemblies, as shown on the plans and as specified elsewhere in these special provisions.

Anchor assemblies shall be spaced a maximum of 7 m apart or at a closer interval that conforms to the existing topography. Each anchor assembly shall be connected to a 19mm support rope and the support rope shall be connected to a longitudinal cable as shown on the plans. The top support rope shall be a minimum of 2 m beyond the top of the cut slope or as shown on the plans or as directed by the Engineer. Tag lines, where required, used to connect the anchor to the top support rope shall be 16 mm wire rope..

The top of the mesh shall be folded over the longitudinal cable and securely fastened.

At the option of the Contractor, mesh shall be continuously laced together using lacing wire or fastened together with ring fasteners or twist ties, on a spacing of 120 mm, of a diameter equal to or greater than the that of the wire of which the wire mesh is made of.

Adjacent panels shall be securely and continuously laced together using lacing wire or fastened together with ring fasteners or twist ties of a diameter equal to or greater than the that of the wire of which the wire mesh is made of, as shown on the plans.

Panels shall be placed as perpendicular as possible and molded to lie flush with the slope face.

Due to the irregular slope surface, individual panels may not overlap each other along the panel edges. In order to mold each panel to lie flush with the slope face and to maintain as perpendicular as possible the alignment of each panel, some gaps between panels may be necessary. Gaps shall be filled by installing filler panels, fitted and fastened to adjoining panels as specified in these special provisions.

The Contractor may use twisted wire mesh from one of the following manufacturers or an alternate manufacturer may be submitted for prequalification and approval:

Wire Mesh Suppliers:

Maccaferri Gabions
3650 Seaport Boulevard
West Sacramento, CA 95691
(800) 328-5805

Terra Aqua
P.O. Box 7546
Reno, Nevada 89510
(800) 736-9089

Geobruigg Protection Systems
1500 Glendale Avenue
Sparks, Nevada 89431

SLOPES AND FOUNDATION CONDITIONS

Difficult rock anchor installation is anticipated due to the presence of dense soils, hard rock and loose boulders.

Prior to installation of the wire mesh system, loose and unstable rocks within the system erection zone shall be scaled to the extent deemed necessary by the Contractor and to the satisfaction of the Engineer. Contractor shall submit a scaling plan to the Engineer at least 5 working days prior to beginning operations. Scaling plan shall include proposed scaling operations and proposed safety measures to be implemented in order to maintain safety to the traveling public, including but not limited to temporary fencing, temporary crane suspended rockfall curtains, closure schedules, and traffic breaks. Material scaled from the slope shall become the property of the Contractor and shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

MATERIALS

Wire mesh system and all hardware shall be protected from corrosion by galvanization or other metal to metal bonding material

Steel components shall comply with ASTM Designation A 36.

Bolts, nuts, and washers shall comply with ASTM Designation A 325.

The wire ropes and cables (support ropes) shall be galvanized in conformance with the requirements of Federal Specification RR W 410D. The wire mesh shall be polyvinyl chloride coated (0.381 mm minimum film thickness). The color of the coating shall be "Bronzed Brown" and shall conform closely to Federal Color No. 20095 and shall be approved by the Engineer prior to installation.

Individual wires of mesh shall meet the following minimum requirements:

Property	Test Method	Value
Tensile Strength (MPa)	ASTM A 370	414 Min.

Tensile area includes galvanization

The mesh shall form a uniform hexagonal pattern and shall be formed with a non-raveling twist. The major axis of any opening shall not exceed 120 mm. The area of hexagonal opening, approximately 82.6 mm by 114 mm, shall not exceed 73.5 cm². There shall be no discontinuity in the wire mesh. Connection of the twisted wire mesh shall be made with connectors equal to or greater than the strength of the mesh.

Lacing wire, ring fastener or twist ties used to fasten the wire mesh to adjacent panels of wire mesh shall be galvanized and equal to or greater than the strength of the wire.

The wire mesh shall be placed on the slope in a manner that will follow the contours of the slope and minimize gaps and large spaces between the mesh and the ground surface as determined by the Engineer.

ANCHORS

Anchors shall be 25.4 mm diameter steel cables and shall be placed at the spacing and locations shown on the plans or as directed by the Engineer. The anchors shall extend at least 2 m into competent bedrock, as determined by pullout tests. The minimum allowable design load of the anchors shall be 10 tonnes.

All anchors shall be galvanized in accordance with Section 75-1.05, "Galvanizing," of the Standard Specifications.

All anchors shall be installed in drilled or hand dug holes using centralizers. Centralizers shall adequately support the bar in the center of the drilled hole and shall be spaced at a maximum of 0.6 m apart. The drilled hole diameter shall be at least 50 mm.

The Contractor shall provide also have heavy duty drilling equipment capable of penetrating at least 2 m into very hard un-weathered bedrock up to 180,000 kPa.

The full length of the anchors below ground shall be encased in concrete or grout as shown on the plans. Prior to pouring the concrete or grout in the drilled hole, the Contractor shall moisten the subgrade to a minimum depth of 50 mm from the soil concrete interface and remove all loose soil or rocks from the hole.

Concrete shall conform to Section 90-110, "Minor Concrete," of the Standard Specifications. The Contractor shall cure the concrete at a minimum temperature of 10 degrees C for a period of 72 hours and at a minimum temperature of 0 degrees C for an additional period of 72 hours.

Grout in the drilled hole shall conform to the provisions in Section 50-1.09, "Bonding and Grouting," of the Standard Specifications. California Test 541 will not be required nor will the grout be required to pass through the screen with a 1.8 mm maximum clear opening prior to being introduced into the grout pump..

Anchors shall be proof tested by the Contractor at least 1.5 times the allowable design load in accordance with the testing section in these special provisions. Ten percent of the anchors shall be tested. Anchors reaching the failure point before reaching the allowable design load shall be replaced and re-tested at the Contractor's expense.

The shear force acting on the anchor bar shall be limited to 80 percent of the allowable design load (pullout load).

TESTING

Testing shall be performed against a temporary yoke or load frame. No part of the yoke or load frame shall bear within 1 m of the anchor.

Anchor assemblies shall be pullout tested by the Contractor in the presence of the Engineer. A pullout test consists of incrementally loading the anchor assembly to the maximum test load to failure point, whichever occurs first. Failure point shall be the point where the movement of the anchor continues without an increase in the load or when the anchor has displaced 50 mm. The failure load corresponding to the failure point shall be recorded as part of the test data.

During the load test, the Contractor shall monitor and record displacement of the anchors relative to a stable reference point which is founded a minimum distance of 1 m from the anchor and test load reaction points.

The pullout test shall be conducted by measuring the test load applied to the anchor and the anchor end movement at each load.

Applied test loads shall be measured by the Contractor with either a calibrated pressure gage or a load cell. Movements of the end of the anchor shall be measured and a recorded during the load tests.

The pressure gage shall have an accurately reading dial at least 150 mm in diameter and each jack and its gage shall be calibrated as a unit with the cylinder extension in the approximate position that it will be at final jacking force, and shall be accompanied by a certified calibration chart. The gage shall have been calibrated within one year prior to use on the project.

The anchor shall be unloaded only after completion of the test.

MISCELLANEOUS MATERIAL

All miscellaneous hardware such as thimbles, bolts, nuts, etc., shall be galvanized and shall conform to the provisions in Section 75, "Miscellaneous Metals," of the Standard Specifications.

EXCAVATION AND FOUNDATION

The excavation and drilling work by the Contractor for the anchors shall be in accordance with specifications as shown on the plans. The Contractor shall uniformly spread excess excavated material around the vicinity of the rock drapery system anchors.

The distance from centerline to centerline of the anchors for net drapery supporting shall be within 0.61 m of the distance indicated on the plans or as directed by the Engineer.

INSTALLATION

The wire mesh system shall be installed in accordance with the requirements as shown on the plans, as specified in these special provisions, and as directed by the Engineer.

At the option of the Contractor, a helicopter may be used to install wire mesh system.

Attention is directed to "Maintaining Traffic" of these special provisions regarding road closures during helicopter operations.

Vegetation encountered on slopes on which the wire mesh system is to be placed shall be preserved or pruned, as directed by the Engineer.

CERTIFICATE OF COMPLIANCE

The Contractor shall provide the Engineer with a Certificate of Compliance from the manufacturer in accordance with the provisions of Section 6-1.07, "Certificate of Compliance," of the Standard Specifications.

MEASUREMENT AND PAYMENT

The quantity of wire mesh system to be paid for will be measured by the square meter. The quantity to be paid for will be calculated on the basis of the dimensions of the area of the completed mesh not including the additional fabric required for overlaps and fastening to support ropes.

The contract price paid per square meter for wire mesh system shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in installing wire mesh system, complete in place, including rock scaling, anchor testing, color coating, and galvanizing, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Full compensation for furnishing and installing anchors, anchor assemblies, anchor cable clamps, support cables longitudinal cables thimbles, centralizers, and anchor bonding material, concrete footings, shall be considered as included in the contract price paid per square meter for wire mesh system and no separate payment will be made therefor.

Full compensation for removing or pruning vegetation shall be considered as included in the contract price paid per square meter for wire mesh system and no separate payment will be made therefor.

10-1.62 MARKERS AND DELINEATORS

Markers and delineators shall conform to the provisions in Section 82, "Markers and Delineators," of the Standard Specifications and these special provisions.

Markers and delineators on flexible posts shall conform to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. Flexible posts shall be made from a flexible white plastic which shall be resistant to impact, ultraviolet light, ozone, and hydrocarbons. Flexible posts shall resist stiffening with age and shall be free of burns, discoloration, contamination, and other objectionable marks or defects which affect appearance or serviceability.

Retroreflective sheeting for metal and flexible target plates shall be the retroreflective sheeting designated for channelizers, markers, and delineators conforming to the requirements in ASTM Designation: D 4956-95 and in conformance with the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions.

10-1.63 METAL BEAM GUARD RAILING

Metal beam guard railing shall be constructed in conformance with the provisions in Section 83-1, "Railings," of the Standard Specifications and these special provisions.

Attention is directed to "Order of Work" of these special provisions.

Line posts shall be steel. Blocks shall be wood.

Narrow roadway installation shall be used.

Metal beam guard railing elements and required backup plates, terminal sections, end sections, and return sections shall conform to the requirements of Type 2 W-Beam as shown in AASHTO Designation: M 180. Prior to shipping from the supplier, galvanized components of metal beam guard rail shall be acid washed in a 10% sulfuric acid solution for 10 seconds and then rinsed with water.

Metal beam guard rail line posts shall be painted as specified in "Clean and Paint Steel" of these special provisions.

Full compensation for cleaning and painting steel line posts shall be considered as included in the contract price paid per meter for metal beam guard railing (steel post) and no additional compensation will be allowed therefor.

Full compensation for acid washing shall be considered as included in the contract price paid per meter for metal beam guard railing (steel post) and no additional compensation will be allowed therefor.

ALTERNATIVE IN-LINE TERMINAL SYSTEM

Alternative in-line terminal system shall be furnished and installed as shown on the plans and in conformance with these special provisions.

The allowable alternatives for an in-line terminal system shall consist of one of the following or a Department approved equal.

- (1) **TERMINAL SYSTEM (TYPE SKT)** - Terminal system (Type SKT) shall be a SKT 350 Sequential Kinking Terminal manufactured by Road Systems, Inc., located in Big Spring, Texas, and shall include items detailed for terminal system (Type SKT) shown on the plans. The SKT 350 Sequential Kinking Terminal can be obtained from the distributor, Universal Industrial Sales, P.O. Box 699, Pleasant Grove, UT 84062, Telephone (801) 785-0505 or from the distributor, Gregory Highway Products, 4100 13th Street, S.W., Canton, OH 44708, Telephone (330) 477-4800.
- (2) **TERMINAL SYSTEM (TYPE ET)** - Terminal system (Type ET) shall be an ET-2000 PLUS (4-tube system) extruder terminal as manufactured by Trinity Industries, Inc., and shall include items detailed for terminal system (Type ET) shown on the plans. The ET-2000 PLUS (4-tube system) extruder terminal can be obtained from the manufacturer, Trinity Industries, Inc., P.O. Box 99, 950 West 400S, Centerville, UT 84014, Telephone (800) 772-7976.

The Contractor shall provide the Engineer with a Certificate of Compliance from the manufacturer in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications. The Certificate of Compliance shall certify that the terminal systems furnished conform to the contract plans and specifications, conform to the prequalified design and material requirements, and were manufactured in conformance with the approved quality control program.

Terminal systems shall be installed in conformance with the manufacturer's installation instructions and these requirements. Each terminal system installed shall be identified by painting the type of terminal system in neat black letters and figures 60 mm high on the backside of the rail element between system posts numbers 4 and 5.

For terminal system (Type ET) the steel foundation tubes with soil plates attached shall be, at the Contractor's option, either driven, with or without pilot holes, or placed in drilled holes. Space around the steel foundation tubes shall be backfilled with selected earth, free of rock, placed in layers approximately 100 mm thick and each layer shall be moistened and thoroughly compacted. The wood terminal posts shall be inserted into the steel foundation tubes by hand and shall not be driven. Before the wood terminal posts are inserted, the inside surfaces of the steel foundation tubes to receive the wood posts shall be coated with a grease which will not melt or run at a temperature of 65°C or less. The edges of the wood terminal posts may be slightly rounded to facilitate insertion of the post into the steel foundation tubes.

For terminal system (Type SKT) the soil tubes shall be, at the Contractor's option, driven with or without pilot holes, or placed in drilled holes. Space around the steel foundation tubes shall be backfilled with selected earth, free of rock, placed in layers approximately 100 mm thick and each layer shall be moistened and thoroughly compacted. Wood posts shall be inserted into the steel foundation tubes by hand. Before the wood terminal posts are inserted, the inside surfaces of the steel foundation tubes to receive the wood posts shall be coated with a grease which will not melt or run at a temperature of 65°C or less. The edges of the wood posts may be slightly rounded to facilitate insertion of the post into the steel foundation tubes.

Surplus excavated material remaining after the terminal system has been installed shall be disposed of in a uniform manner along the adjacent roadway where designated by the Engineer.

Alternative in-line terminal system shall conform to the requirements of Type 2 W-Beam as shown in AASHTO Designation: M 180. Prior to shipping from the supplier, galvanized components of metal beam guard rail shall be acid washed in a 10% sulfuric acid solution for 10 seconds and then rinsed with water.

Alternative in-line terminal system line posts shall be painted as specified in "Clean and Paint Steel" of these special provisions.

Full compensation for cleaning and painting steel line posts shall be considered as included in the contract unit price paid for alternative in-line terminal system and no additional compensation will be allowed therefor.

Full compensation for acid washing shall be considered as included in the contract unit price paid for alternative in-line terminal system and no additional compensation will be allowed therefor.

The contract unit price paid for alternative in-line terminal system shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in furnishing and installing alternative

in-line terminal system, complete in place, including excavation, backfill and disposal of surplus material, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.64 CONCRETE BARRIER

Concrete barriers shall conform to the provisions in Section 83-2, "Barriers," of the Standard Specifications and these special provisions.

Concrete barrier (Type 742B) will be measured and paid for as concrete barrier (Type 742 Modified).

10-1.65 TRANSITION RAILING (TYPE WB)

Transition railing (Type WB) shall be furnished and installed in conformance with details shown on the plans, the provisions in Section 83-2, "Barriers," of the Standard Specifications and these special provisions.

The 10-gage rail elements shall conform to the requirements of Class B, Type 1 thrie beam guard railing as shown in AASHTO Designation: M 180. End caps shall conform to the requirements of Class A, Type 1 thrie beam guard railing as shown in AASHTO Designation: M 180.

Surplus excavated material remaining after the transitional railing (Type WB) has been constructed shall be disposed of in a uniform manner along the adjacent roadway where designated by the Engineer.

The contract unit price paid for transition railing (Type WB) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in furnishing and installing transition railing (Type WB), complete in place, including drilling holes for wood posts, driving posts, backfill, and disposal of surplus material, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Transition railing (Type WB) shall conform to the requirements of Type 2 W-Beam as shown in AASHTO Designation: M 180. Prior to shipping from the supplier, galvanized components of metal beam guard rail shall be acid washed in a 10% sulfuric acid solution for 10 seconds and then rinsed with water.

Transition railing (Type WB) line posts shall be painted as specified in "Clean and Paint Steel" of these special provisions.

Full compensation for cleaning and painting steel line posts shall be considered as included in the contract unit price paid for transition railing (Type WB) and no additional compensation will be allowed therefor.

Full compensation for acid washing shall be considered as included in the contract unit price paid for transition railing (Type WB) and no additional compensation will be allowed therefor.

10-1.66 THERMOPLASTIC TRAFFIC STRIPE

Thermoplastic traffic stripes (traffic lines) shall be applied in conformance with the provisions in Section 84, "Traffic Stripes and Pavement Markings," of the Standard Specifications and these special provisions.

Thermoplastic material shall be free of lead and chromium, and shall conform to the requirements in State Specification PTH-02ALKYD.

Retroreflectivity of the thermoplastic traffic stripes shall conform to the requirements in ASTM Designation: D 6359-99. White thermoplastic traffic stripes shall have a minimum initial retroreflectivity of $250 \text{ mcd}\cdot\text{m}^{-2}\cdot\text{lx}^{-1}$. Yellow thermoplastic traffic stripes shall have a minimum initial retroreflectivity of $150 \text{ mcd}\cdot\text{m}^{-2}\cdot\text{lx}^{-1}$.

Where striping joins existing striping, as shown on the plans, the Contractor shall begin and end the transition from the existing striping pattern into or from the new striping pattern a sufficient distance to ensure continuity of the striping pattern.

Thermoplastic traffic stripes shall be applied at the minimum thickness and application rate as specified below. The minimum application rate is based on a solid stripe of 100 mm in width.

Minimum Stripe Thickness (mm)	Minimum Application Rate (kg/m)
2.0	0.4

Thermoplastic traffic stripes shall be free of runs, bubbles, craters, drag marks, stretch marks, and debris.

10-1.67 PAVEMENT MARKERS

Pavement markers shall be placed in conformance with the provisions in Section 85, "Pavement Markers," of the Standard Specifications and these special provisions.

The Contractor shall furnish the Engineer certificates of compliance for the pavement markers in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications.

Retroreflective pavement markers shall be marked as abrasion resistant on the body of the markers.

Retroreflective pavement markers placed in pavement recesses shall be cemented with a flexible, polymer-modified, hot-melt asphaltic adhesive conforming to the following requirements:

Specification	ASTM Designation	Requirement
Penetration, mm, 100 g, 5 seconds, 25°C	D 5	3.0 Maximum
Softening Point, °C	D 36	93 Minimum
Brookfield Thermosel Viscosity, Pa·s, No. 27 Spindle, 20 RPM, 191°C	D 4402	2.5 - 6
Ductility, cm, 5 cm/min, 25°C	D 113	15 Minimum
Ductility, cm, 1 cm/min, 4°C	D 113	5 Minimum
Flexibility	D 3111 ^{1, 2, 3, 4}	No breaks or cracks
Notes: 1. Modify ASTM Designation: D 3111, Paragraph 6, to "The test apparatus consists of a mandrel 25.4 mm in diameter by 75 to 150 mm in length, supported at each end." 2. Modify ASTM Designation: D 3111, Paragraph 7, to "The test specimen dimensions are 25.4 mm wide, 152 mm long, and 3.18 mm thick." 3. Modify ASTM Designation: D 3111, Paragraph 8, to "Condition the test specimens and apparatus for 4 hours at -7°C before testing." 4. Modify ASTM Designation: D 3111, Paragraph 10.5, to "Bend the test specimens 90° over the mandrel at a uniform rate in 10 seconds while maintaining intimate contact with the mandrel."		

Testing of adhesive bond strength will be performed on sandblasted concrete brick surface in conformance with the requirements in California Test 669 and these special provisions. The concrete brick surface will be sandblasted in conformance with the requirements in California Test 423. The test plugs of 51 mm diameter will be conditioned at 105°C for a minimum of 2 hours before bonding to the sandblasted concrete surface. The adhesive sample will be heated to the application temperature as recommended by the manufacturer and a sample of 75 mm diameter in area will be poured onto the sandblasted concrete surface. The heated plug will immediately be pressed onto the puddle of hot adhesive to squeeze out excess adhesive. The excess adhesive extruding from under the plug will be removed. The assembly will be allowed to cure for 24 hours at 23°C ± 2°C and then be tested to bond failure at a crosshead speed of 5.1 mm per minute. The reported peak load and the bond strength value will be the average of 3 tests, respectively. The same bond strength test will be performed on retroreflective pavement markers. Instead of placing the heated adhesive sample on the sandblasted concrete surface, it will be placed on the bottom of the pavement markers.

Minimum bond strength to the sandblasted concrete brick surface shall be 0.69-MPa and minimum bond strength to retroreflective pavement markers shall be 0.82-MPa.

Adhesive placed in pavement recesses shall be applied as recommended by the manufacturer.

Retroreflective pavement markers placed in pavement recesses will be measured and paid for as pavement marker (retroreflective-recessed).

SECTION 11. (BLANK)

SECTION 12. (BLANK)

SECTION 13. (BLANK)

SECTION 14 FEDERAL REQUIREMENTS FOR FEDERAL-AID CONSTRUCTION PROJECTS

GENERAL.—The work herein proposed will be financed in whole or in part with Federal funds, and therefore all of the statutes, rules and regulations promulgated by the Federal Government and applicable to work financed in whole or in part with Federal funds will apply to such work. The "Required Contract Provisions, Federal-Aid Construction Contracts, "Form FHWA 1273, are included in this Section 14. Whenever in said required contract provisions references are made to "SHA contracting officer," "SHA resident engineer," or "authorized representative of the SHA," such references shall be construed to mean "Engineer" as defined in Section 1-1.18 of the Standard Specifications.

PERFORMANCE OF PREVIOUS CONTRACT.—In addition to the provisions in Section II, "Nondiscrimination," and Section VII, "Subletting or Assigning the Contract," of the required contract provisions, the Contractor shall comply with the following:

The bidder shall execute the CERTIFICATION WITH REGARD TO THE PERFORMANCE OF PREVIOUS CONTRACTS OR SUBCONTRACTS SUBJECT TO THE EQUAL OPPORTUNITY CLAUSE AND THE FILING OF REQUIRED REPORTS located in the proposal. No request for subletting or assigning any portion of the contract in excess of \$10,000 will be considered under the provisions of Section VII of the required contract provisions unless such request is accompanied by the CERTIFICATION referred to above, executed by the proposed subcontractor.

NON-COLLUSION PROVISION.—The provisions in this section are applicable to all contracts except contracts for Federal Aid Secondary projects.

Title 23, United States Code, Section 112, requires as a condition precedent to approval by the Federal Highway Administrator of the contract for this work that each bidder file a sworn statement executed by, or on behalf of, the person, firm, association, or corporation to whom such contract is to be awarded, certifying that such person, firm, association, or corporation has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the submitted bid. A form to make the non-collusion affidavit statement required by Section 112 as a certification under penalty of perjury rather than as a sworn statement as permitted by 28, USC, Sec. 1746, is included in the proposal.

PARTICIPATION BY MINORITY BUSINESS ENTERPRISES IN SUBCONTRACTING.—Part 23, Title 49, Code of Federal Regulations applies to this Federal-aid project. Pertinent sections of said Code are incorporated in part or in its entirety within other sections of these special provisions.

Schedule B—Information for Determining Joint Venture Eligibility

(This form need not be filled in if all joint venture firms are minority owned.)

1. Name of joint venture _____
2. Address of joint venture _____
3. Phone number of joint venture _____
4. Identify the firms which comprise the joint venture. (The MBE partner must complete Schedule A.) _____

 - a. Describe the role of the MBE firm in the joint venture. _____
 - b. Describe very briefly the experience and business qualifications of each non-MBE joint venturer: _____

5. Nature of the joint venture's business _____

6. Provide a copy of the joint venture agreement.
7. What is the claimed percentage of MBE ownership? _____
8. Ownership of joint venture: (This need not be filled in if described in the joint venture agreement, provided by question 6.).
 - a. Profit and loss sharing.
 - b. Capital contributions, including equipment.
 - c. Other applicable ownership interests.

9. Control of and participation in this contract. Identify by name, race, sex, and "firm" those individuals (and their titles) who are responsible for day-to-day management and policy decision making, including, but not limited to, those with prime responsibility for:

a. Financial decisions _____

b. Management decisions, such as:

(1) Estimating _____

(2) Marketing and sales _____

(3) Hiring and firing of management personnel _____

(4) Purchasing of major items or supplies _____

c. Supervision of field operations _____

Note.—If, after filing this Schedule B and before the completion of the joint venture's work on the contract covered by this regulation, there is any significant change in the information submitted, the joint venture must inform the grantee, either directly or through the prime contractor if the joint venture is a subcontractor.

Affidavit

"The undersigned swear that the foregoing statements are correct and include all material information necessary to identify and explain the terms and operation of our joint venture and the intended participation by each joint venturer in the undertaking. Further, the undersigned covenant and agree to provide to grantee current, complete and accurate information regarding actual joint venture work and the payment therefor and any proposed changes in any of the joint venture arrangements and to permit the audit and examination of the books, records and files of the joint venture, or those of each joint venturer relevant to the joint venture, by authorized representatives of the grantee or the Federal funding agency. Any material misrepresentation will be grounds for terminating any contract which may be awarded and for initiating action under Federal or State laws concerning false statements."

_____ Name of Firm	_____ Name of Firm
_____ Signature	_____ Signature
_____ Name	_____ Name
_____ Title	_____ Title
_____ Date	_____ Date

Date _____

State of _____

County of _____

On this ____ day of _____, 20__, before me appeared (Name) _____, to me personally known, who, being duly sworn, did execute the foregoing affidavit, and did state that he or she was properly authorized by (Name of firm) _____ to execute the affidavit and did so as his or her free act and deed.

Notary Public _____

Commission expires _____

[Seal]

Date _____

State of _____

County of _____

On this ____ day of _____, 20__, before me appeared (Name) _____ to me personally known, who, being duly sworn, did execute the foregoing affidavit, and did state that he or she was properly authorized by (Name of firm) _____ to execute the affidavit and did so as his or her free act and deed.

Notary Public _____

Commission expires _____

[Seal]

**REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS**

I. GENERAL

1. These contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.
2. Except as otherwise provided for in each section, the contractor shall insert in each subcontract all of the stipulations contained in these Required Contract Provisions, and further require their inclusion in any lower tier subcontract or purchase order that may in turn be made. The Required Contract Provisions shall not be incorporated by reference in any case. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with these Required Contract Provisions.
3. A breach of any of the stipulations contained in these Required Contract Provisions shall be sufficient grounds for termination of the contract.
4. A breach of the following clauses of the Required Contract Provisions may also be grounds for debarment as provided in 29 CFR 5.12:

Section I, paragraph 2;
Section IV, paragraphs 1, 2, 3, 4, and 7;
Section V, paragraphs 1 and 2a through 2g.

5. Disputes arising out of the labor standards provisions of Section IV (except paragraph 5) and Section V of these Required Contract Provisions shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the U.S. Department of Labor (DOL) as set forth in 29 CFR 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the DOL, or the contractor's employees or their representatives.
6. Selection of Labor - During the performance of this contract, the contractor shall not:
 - a. discriminate against labor from any other State, possession, or territory of the United States (except for employment preference for Appalachian contracts, when applicable, as specified in Attachment A), or
 - b. employ convict labor for any purpose within the limits of the project unless it is labor performed by convicts who are on parole, supervised release, or probation.

II. NONDISCRIMINATION

(Applicable to all Federal-aid construction contracts and to all related subcontracts of \$10,000 or more.)

1. **Equal Employment Opportunity:** Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, and 41 CFR 60) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The Equal Opportunity Construction Contract Specifications set forth under 41 CFR 60-4.3 and the provisions of the American Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:
 - a. The contractor will work with the State highway agency (SHA) and the Federal Government in carrying out EEO obligations and in their review of his/her activities under the contract.
 - b. The contractor will accept as his operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action

shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, preapprenticeship, and/or on-the-job training."

2. **EEO Officer:** The contractor will designate and make known to the SHA contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active contractor program of EEO and who must be assigned adequate authority and responsibility to do so.
3. **Dissemination of Policy:** All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:
 - a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.
 - b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.
 - c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minority group employees.
 - d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.
 - e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.
4. **Recruitment:** When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minority groups in the area from which the project work force would normally be derived.
 - a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minority group applicants. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority group applicants may be referred to the contractor for employment consideration.
 - b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, he is expected to observe the provisions of that agreement to the extent that the system permits the contractor's compliance with EEO contract provisions. (The DOL has held that where implementation of such agreements have the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Executive Order 11246, as amended.)
 - c. The contractor will encourage his present employees to refer minority group applicants for employment. Information and procedures with regard to referring minority group applicants will be discussed with employees.
5. **Personnel Actions:** Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:
 - a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

- b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.
- c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.
- d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with his obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of his avenues of appeal.

6. Training and Promotion:

- a. The contractor will assist in locating, qualifying, and increasing the skills of minority group and women employees, and applicants for employment.
- b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision.
- c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.
- d. The contractor will periodically review the training and promotion potential of minority group and women employees and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use his/her best efforts to obtain the cooperation of such unions to increase opportunities for minority groups and women within the unions, and to effect referrals by such unions of minority and female employees. Actions by the contractor either directly or through a contractor's association acting as agent will include the procedures set forth below:

- a. The contractor will use best efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minority group members and women for membership in the unions and increasing the skills of minority group employees and women so that they may qualify for higher paying employment.
- b. The contractor will use best efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.
- c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the SHA and shall set forth what efforts have been made to obtain such information.
- d. In the event the union is unable to provide the contractor with a reasonable flow of minority and women referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minority group persons and women. (The DOL has held that it shall be no excuse that the union with which the contractor has a collective bargaining agreement providing for exclusive referral failed to refer minority employees.) In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the SHA.

8. **Selection of Subcontractors, Procurement of Materials and Leasing of Equipment:** The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment.
- a. The contractor shall notify all potential subcontractors and suppliers of his/her EEO obligations under this contract.
 - b. Disadvantaged business enterprises (DBE), as defined in 49 CFR 23, shall have equal opportunity to compete for and perform subcontracts which the contractor enters into pursuant to this contract. The contractor will use his best efforts to solicit bids from and to utilize DBE subcontractors or subcontractors with meaningful minority group and female representation among their employees. Contractors shall obtain lists of DBE construction firms from SHA personnel.
 - c. The contractor will use his best efforts to ensure subcontractor compliance with their EEO obligations.
9. **Records and Reports:** The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of the SHA and the FHWA.
- a. The records kept by the contractor shall document the following:
 - (1) The number of minority and non-minority group members and women employed in each work classification on the project;
 - (2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women;
 - (3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minority and female employees; and
 - (4) The progress and efforts being made in securing the services of DBE subcontractors or subcontractors with meaningful minority and female representation among their employees.
 - b. The contractors will submit an annual report to the SHA each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data.

III. NONSEGREGATED FACILITIES

(Applicable to all Federal-aid construction contracts and to all related subcontracts of \$10,000 or more.)

- a. By submission of this bid, the execution of this contract or subcontract, or the consummation of this material supply agreement or purchase order, as appropriate, the bidder, Federal-aid construction contractor, subcontractor, material supplier, or vendor, as appropriate, certifies that the firm does not maintain or provide for its employees any segregated facilities at any of its establishments, and that the firm does not permit its employees to perform their services at any location, under its control, where segregated facilities are maintained. The firm agrees that a breach of this certification is a violation of the EEO provisions of this contract. The firm further certifies that no employee will be denied access to adequate facilities on the basis of sex or disability.
- b. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, time clocks, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive, or are, in fact, segregated on the basis of race, color, religion, national origin, age or disability, because of habit, local custom, or otherwise. The only exception will be for the disabled when the demands for accessibility override (e.g. disabled parking).

- c. The contractor agrees that it has obtained or will obtain identical certification from proposed subcontractors or material suppliers prior to award of subcontracts or consummation of material supply agreements of \$10,000 or more and that it will retain such certifications in its files.

IV. PAYMENT OF PREDETERMINED MINIMUM WAGE

(Applicable to all Federal-aid construction contracts exceeding \$2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural minor collectors, which are exempt.)

1. General:

- a. All mechanics and laborers employed or working upon the site of the work will be paid unconditionally and not less often than once a week and without subsequent deduction or rebate on any account [except such payroll deductions as are permitted by regulations (29 CFR 3)] issued by the Secretary of Labor under the Copeland Act (40 U.S.C. 276c) the full amounts of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment. The payment shall be computed at wage rates not less than those contained in the wage determination of the Secretary of Labor (hereinafter "the wage determination") which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor or its subcontractors and such laborers and mechanics. The wage determination (including any additional classifications and wage rates conformed under paragraph 2 of this Section IV and the DOL poster (WH-1321) or Form FHWA-1495) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers. For the purpose of this Section, contributions made or costs reasonably anticipated for bona fide fringe benefits under Section 1(b)(2) of the Davis-Bacon Act (40 U.S.C. 276a) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of Section IV, paragraph 3b, hereof. Also, for the purpose of this Section, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs, which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in paragraphs 4 and 5 of this Section IV.
- b. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein, provided, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed.
- c. All rulings and interpretations of the Davis-Bacon Act and related acts contained in 29 CFR 1, 3, and 5 are herein incorporated by reference in this contract.

2. Classification:

- a. The SHA contracting officer shall require that any class of laborers or mechanics employed under the contract, which is not listed in the wage determination, shall be classified in conformance with the wage determination.
- b. The contracting officer shall approve an additional classification, wage rate and fringe benefits only when the following criteria have been met:
 - (1) the work to be performed by the additional classification requested is not performed by a classification in the wage determination;
 - (2) the additional classification is utilized in the area by the construction industry;
 - (3) the proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination; and
 - (4) with respect to helpers, when such a classification prevails in the area in which the work is performed.
- c. If the contractor or subcontractors, as appropriate, the laborers and mechanics (if known) to be employed in the additional classification or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be

sent by the contracting officer to the DOL, Administrator of the Wage and Hour Division, Employment Standards Administration, Washington, D.C. 20210. The Wage and Hour Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

- d. In the event the contractor or subcontractors, as appropriate, the laborers or mechanics to be employed in the additional classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. Said Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary
- e. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 2c or 2d of this Section IV shall be paid to all workers performing work in the additional classification from the first day on which work is performed in the classification.

3. Payment of Fringe Benefits:

- a. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor or subcontractors, as appropriate, shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly case equivalent thereof.
- b. If the contractor or subcontractor, as appropriate, does not make payments to a trustee or other third person, he/she may consider as a part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, provided, that the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

4. Apprentices and Trainees (Programs of the U.S. DOL) and Helpers:

a. Apprentices:

- (1) Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the DOL, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau, or if a person is employed in his/her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State apprenticeship agency (where appropriate) to be eligible for probationary employment as an apprentice.
- (2) The allowable ratio of apprentices to journeyman-level employees on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any employee listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate listed in the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor or subcontractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman-level hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.
- (3) Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeyman-level hourly rate specified in

the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator for the Wage and Hour Division determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

- (4) In the event the Bureau of Apprenticeship and Training, or a State apprenticeship agency recognized by the Bureau, withdraws approval of an apprenticeship program, the contractor or subcontractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the comparable work performed by regular employees until an acceptable program is approved.

b. Trainees:

- (1) Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the DOL, Employment and Training Administration.
- (2) The ratio of trainees to journeyman-level employees on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.
- (3) Every trainee must be paid at not less than the rate specified in the approved program for his/her level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman-level wage rate on the wage determination which provides for less than full fringe benefits for apprentices, in which case such trainees shall receive the same fringe benefits as apprentices.
- (4) In the event the Employment and Training Administration withdraws approval of a training program, the contractor or subcontractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Helpers:

Helpers will be permitted to work on a project if the helper classification is specified and defined on the applicable wage determination or is approved pursuant to the conformance procedure set forth in Section IV.2. Any worker listed on a payroll at a helper wage rate, who is not a helper under an approved definition, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed.

5. **Apprentices and Trainees (Programs of the U.S. DOT):**

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

6. **Withholding:**

The SHA shall upon its own action or upon written request of an authorized representative of the DOL withhold, or cause to be withheld, from the contractor or subcontractor under this contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to Davis-Bacon prevailing wage

requirements which is held by the same prime contractor, as much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the SHA contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

7. **Overtime Requirements:**

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers, mechanics, watchmen, or guards (including apprentices, trainees, and helpers described in paragraphs 4 and 5 above) shall require or permit any laborer, mechanic, watchman, or guard in any workweek in which he/she is employed on such work, to work in excess of 40 hours in such workweek unless such laborer, mechanic, watchman, or guard receives compensation at a rate not less than one-and-one-half times his/her basic rate of pay for all hours worked in excess of 40 hours in such workweek.

8. **Violation:**

Liability for Unpaid Wages; Liquidated Damages: In the event of any violation of the clause set forth in paragraph 7 above, the contractor and any subcontractor responsible thereof shall be liable to the affected employee for his/her unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory) for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer, mechanic, watchman, or guard employed in violation of the clause set forth in paragraph 7, in the sum of \$10 for each calendar day on which such employee was required or permitted to work in excess of the standard work week of 40 hours without payment of the overtime wages required by the clause set forth in paragraph 7.

9. **Withholding for Unpaid Wages and Liquidated Damages:**

The SHA shall upon its own action or upon written request of any authorized representative of the DOL withhold, or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 8 above.

V. STATEMENTS AND PAYROLLS

(Applicable to all Federal-aid construction contracts exceeding \$2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural collectors, which are exempt.)

1. **Compliance with Copeland Regulations (29 CFR 3):**

The contractor shall comply with the Copeland Regulations of the Secretary of Labor which are herein incorporated by reference.

2. **Payrolls and Payroll Records:**

- a. Payrolls and basic records relating thereto shall be maintained by the contractor and each subcontractor during the course of the work and preserved for a period of 3 years from the date of completion of the contract for all laborers, mechanics, apprentices, trainees, watchmen, helpers, and guards working at the site of the work.
- b. The payroll records shall contain the name, social security number, and address of each such employee; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalent thereof the types described in Section 1(b)(2)(B) of the Davis Bacon Act); daily and weekly number of hours worked; deductions made; and actual wages paid. In addition, for Appalachian contracts, the payroll records shall contain a notation indicating whether the employee does, or does not, normally reside in the labor area as defined in Attachment A, paragraph 1. Whenever the Secretary of Labor, pursuant to Section IV, paragraph 3b, has found that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in Section 1(b)(2)(B) of the Davis Bacon Act, the contractor and each subcontractor shall maintain records which show

that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, that the plan or program has been communicated in writing to the laborers or mechanics affected, and show the cost anticipated or the actual cost incurred in providing benefits. Contractors or subcontractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprentices and trainees, and ratios and wage rates prescribed in the applicable programs.

- c. Each contractor and subcontractor shall furnish, each week in which any contract work is performed, to the SHA resident engineer a payroll of wages paid each of its employees (including apprentices, trainees, and helpers, described in Section IV, paragraphs 4 and 5, and watchmen and guards engaged on work during the preceding weekly payroll period). The payroll submitted shall set out accurately and completely all of the information required to be maintained under paragraph 2b of this Section V. This information may be submitted in any form desired. Optional Form WH-347 is available for this purpose and may be purchased from the Superintendent of Documents (Federal stock number 029-005-0014-1), U.S. Government Printing Office, Washington, D.C. 20402. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors.
- d. Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his/her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:
 - (1) that the payroll for the payroll period contains the information required to be maintained under paragraph 2b of this Section V and that such information is correct and complete;
 - (2) that such laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in the Regulations, 29 CFR 3;
 - (3) that each laborer or mechanic has been paid not less than the applicable wage rate and fringe benefits or cash equivalent for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.
- e. The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 2d of this Section V.
- f. The falsification of any of the above certifications may subject the contractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 231.
- g. The contractor or subcontractor shall make the records required under paragraph 2b of this Section V available for inspection, copying, or transcription by authorized representatives of the SHA, the FHWA, or the DOL, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the SHA, the FHWA, the DOL, or all may, after written notice to the contractor, sponsor, applicant, or owner, take such actions as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

VI. RECORD OF MATERIALS, SUPPLIES, AND LABOR

1. On all Federal-aid contracts on the National Highway System, except those which provide solely for the installation of protective devices at railroad grade crossings, those which are constructed on a force account or direct labor basis, highway beautification contracts, and contracts for which the total final construction cost for roadway and bridge is less than \$1,000,000 (23 CFR 635) the contractor shall:
 - a. Become familiar with the list of specific materials and supplies contained in Form FHWA-47, "Statement of Materials and Labor Used by Contractor of Highway Construction Involving Federal Funds," prior to the commencement of work under this contract.

- b. Maintain a record of the total cost of all materials and supplies purchased for and incorporated in the work, and also of the quantities of those specific materials and supplies listed on Form FHWA-47, and in the units shown on Form FHWA-47.
 - c. Furnish, upon the completion of the contract, to the SHA resident engineer on Form FHWA-47 together with the data required in paragraph 1b relative to materials and supplies, a final labor summary of all contract work indicating the total hours worked and the total amount earned.
2. At the prime contractor's option, either a single report covering all contract work or separate reports for the contractor and for each subcontract shall be submitted.

VII. SUBLETTING OR ASSIGNING THE CONTRACT

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the State. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635).
 - a. "Its own organization" shall be construed to include only workers employed and paid directly by the prime contractor and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor, assignee, or agent of the prime contractor.
 - b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.
2. The contract amount upon which the requirements set forth in paragraph 1 of Section VII is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.
3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the SHA contracting officer determines is necessary to assure the performance of the contract.
4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the SHA contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the SHA has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

VIII. SAFETY - ACCIDENT PREVENTION

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the SHA contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.
2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).
3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of

compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

IX. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, the following notice shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

Notice To All Personnel Engaged On Federal-Aid Highway Projects

18 U.S.C. 1020 READS AS FOLLOWS:

"Whoever being an officer, agent, or employee of the United States, or any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined not more than \$10,000 or imprisoned not more than 5 years or both."

X. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

(Applicable to all Federal-aid construction contracts and to all related subcontracts of \$100,000 or more.)

By submission of this bid or the execution of this contract, or subcontract, as appropriate, the bidder, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any facility that is or will be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Pub.L. 91-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq., as amended by Pub.L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 CFR 15) is not listed, on the date of contract award, on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities pursuant to 40 CFR 15.20.
2. That the firm agrees to comply and remain in compliance with all the requirements of Section 114 of the Clean Air Act and Section 308 of the Federal Water Pollution Control Act and all regulations and guidelines listed thereunder.
3. That the firm shall promptly notify the SHA of the receipt of any communication from the Director, Office of Federal Activities, EPA, indicating that a facility that is or will be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.
4. That the firm agrees to include or cause to be included the requirements of paragraph 1 through 4 of this Section X in every nonexempt subcontract, and further agrees to take such action as the government may direct as a means of enforcing such requirements.

XI. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

1. Instructions for Certification - Primary Covered Transactions:

(Applicable to all Federal-aid contracts - 49 CFR 29)

- a. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
- b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.
- c. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause of default.
- d. The prospective primary participant shall provide immediate written notice to the department or agency to whom this proposal is submitted if any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
- e. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is submitted for assistance in obtaining a copy of those regulations.
- f. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
- g. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
- h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the nonprocurement portion of the "Lists of Parties Excluded From Federal Procurement or Nonprocurement Programs" (Nonprocurement List) which is compiled by the General Services Administration.
- i. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
- j. Except for transactions authorized under paragraph f of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion — Primary Covered Transactions:

- a. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:
 - (1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - (2) Have not within a 3-year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1b of this certification; and
 - (4) Have not within a 3-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
- b. Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

3. Instructions for Certification - Lower Tier Covered Transactions:

(Applicable to all subcontracts, purchase orders and other lower tier transactions of \$25,000 or more - 49 CFR 29)

- a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.
- b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
- c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.
- d. The terms "covered transaction," "debarred," "suspended," "ineligible," "primary covered transaction," "participant," "person," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.
- e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
- f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
- g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

- h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
- i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

4. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion — Lower Tier Covered Transactions:

- a. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- b. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

XII. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

(Applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 - 49 CFR 20)

- 1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:
 - a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
 - b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- 2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.
- 3. The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

FEDERAL-AID FEMALE AND MINORITY GOALS

In accordance with Section II, "Nondiscrimination," of "Required Contract Provisions Federal-aid Construction Contracts" the following are the goals for female utilization:

Goal for Women (applies nationwide).....(percent) 6.9

The following are goals for minority utilization:

CALIFORNIA ECONOMIC AREA

		Goal (Percent)
174	Redding, CA: Non-SMSA Counties CA Lassen; CA Modoc; CA Plumas; CA Shasta; CA Siskiyou; CA Tehama.	6.8
175	Eureka, CA Non-SMSA Counties CA Del Norte; CA Humboldt; CA Trinity.	6.6
176	San Francisco-Oakland-San Jose, CA: SMSA Counties: 7120 Salinas-Seaside-Monterey, CA CA Monterey. 7360 San Francisco-Oakland CA Alameda; CA Contra Costa; CA Marin; CA San Francisco; CA San Mateo. 7400 San Jose, CA CA Santa Clara. 7485 Santa Cruz, CA. CA Santa Cruz. 7500 Santa Rosa, CA CA Sonoma. 8720 Vallejo-Fairfield- Napa, CA CA Napa; CA Solano Non-SMSA Counties CA Lake; CA Mendocino; CA San Benito	28.9 25.6 19.6 14.9 9.1 17.1 23.2
177	Sacramento, CA: SMSA Counties: 6920 Sacramento, CA CA Placer; CA Sacramento; CA Yolo. Non-SMSA Counties CA Butte; CA Colusa; CA El Dorado; CA Glenn; CA Nevada; CA Sierra; CA Sutter; CA Yuba.	16.1 14.3
178	Stockton-Modesto, CA: SMSA Counties: 5170 Modesto, CA CA Stanislaus. 8120 Stockton, CA CA San Joaquin. Non-SMSA Counties CA Alpine; CA Amador; CA Calaveras; CA Mariposa; CA Merced; CA Tuolumne.	12.3 24.3 19.8

		Goal (Percent)
179	Fresno-Bakersfield, CA	
	SMSA Counties:	
	0680 Bakersfield, CA CA Kern.	19.1
	2840 Fresno, CA CA Fresno.	26.1
	Non-SMSA Counties CA Kings; CA Madera; CA Tulare.	23.6
180	Los Angeles, CA:	
	SMSA Counties:	
	0360 Anaheim-Santa Ana-Garden Grove, CA CA Orange.	11.9
	4480 Los Angeles-Long Beach, CA CA Los Angeles.	28.3
	6000 Oxnard-Simi Valley-Ventura, CA CA Ventura.	21.5
	6780 Riverside-San Bernardino-Ontario, CA. CA Riverside; CA San Bernardino.	19.0
	7480 Santa Barbara-Santa Maria-Lompoc, CA CA Santa Barbara.	19.7
	Non-SMSA Counties CA Inyo; CA Mono; CA San Luis Obispo.	24.6
181	San Diego, CA:	
	SMSA Counties	
	7320 San Diego, CA. CA San Diego.	16.9
	Non-SMSA Counties CA Imperial.	18.2

In addition to the reporting requirements set forth elsewhere in this contract the Contractor and subcontractors holding subcontracts, not including material suppliers, of \$10,000 or more, shall submit for every month of July during which work is performed, employment data as contained under Form FHWA PR-1391 (Appendix C to 23 CFR, Part 230), and in accordance with the instructions included thereon.

FEDERAL REQUIREMENT TRAINING SPECIAL PROVISIONS

As part of the Contractor's equal employment opportunity affirmative action program, training shall be provided as follows:

The Contractor shall provide on-the-job training to develop full journeymen in the types of trades or job classification involved.

The goal for the number of trainees or apprentices to be trained under the requirements of this special provision will be 11.

In the event the Contractor subcontracts a portion of the contract work, he shall determine how many, if any, of the trainees or apprentices are to be trained by the subcontractor, provided however, that the Contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The Contractor shall also insure that this Training Special Provision is made applicable to such subcontract. Where feasible, 25 percent of trainees or apprentices in each occupation shall be in their first year of apprenticeship or training.

The number of trainees or apprentices shall be distributed among the work classifications on the basis of the Contractor's needs and the availability of journeymen in the various classifications within a reasonable area of recruitment. Prior to commencing work, the Contractor shall submit to the Department for approval the number of trainees or apprentices to be trained in each selected classification and training program to be used. Furthermore, the Contractor shall specify the starting time for training in each of the classifications. The Contractor will be credited for each trainee or apprentice employed by him on the contract work who is currently enrolled or becomes enrolled in an approved program and will be reimbursed for such trainees or apprentices as provided hereinafter.

Training and upgrading of minorities and women toward journeymen status is a primary objective of this Training Special Provision. Accordingly, the Contractor shall make every effort to enroll minority and women trainees or apprentices (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees or apprentices) to the extent such persons are available within a reasonable area of recruitment. The Contractor will be responsible for demonstrating the steps that he has taken in pursuance thereof, prior to a determination as to whether the Contractor is in compliance with this Training Special Provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

No employee shall be employed as a trainee or apprentice in any classification in which he has successfully completed a training course leading to journeyman status or in which he has been employed as a journeyman. The Contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used the Contractor's records should document the findings in each case.

The minimum length and type of training for each classification will be as established in the training program selected by the Contractor and approved by both the Department and the Federal Highway Administration. The Department and the Federal Highway Administration will approve a program if it is reasonably calculated to meet the equal employment opportunity obligations of the Contractor and to qualify the average trainee or apprentice for journeyman status in the classification concerned by the end of the training period. Furthermore, apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with the State of California, Department of Industrial Relations, Division of Apprenticeship Standards recognized by the Bureau and training programs approved but not necessarily sponsored by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training shall also be considered acceptable provided it is being administered in a manner consistent with the equal employment obligations of Federal-aid highway construction contracts. Approval or acceptance of a training program shall be obtained from the State prior to commencing work on the classification covered by the program. It is the intention of these provisions that training is to be provided in the construction crafts rather than clerk-typists or secretarial-type positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc., where the training is oriented toward construction applications. Training in the laborer classification may be permitted provided that significant and meaningful training is provided and approved by the division office. Some offsite training is permissible as long as the training is an integral part of an approved training program and does not comprise a significant part of the overall training.

Except as otherwise noted below, the Contractor will be reimbursed 80 cents per hour of training given an employee on this contract in accordance with an approved training program. As approved by the Engineer, reimbursement will be made for training of persons in excess of the number specified herein. This reimbursement will be made even though the Contractor receives additional training program funds from other sources, provided such other source does not specifically prohibit the Contractor from receiving other reimbursement. Reimbursement for offsite training indicated above may only be made to the Contractor where he does one or more of the following and the trainees or apprentices are concurrently employed on a Federal-aid project; contributes to the cost of the training, provides the instruction to the trainee or apprentice or pays the trainee's or apprentice's wages during the offsite training period.

No payment shall be made to the Contractor if either the failure to provide the required training, or the failure to hire the trainee or apprentice as a journeyman, is caused by the Contractor and evidences a lack of good faith on the part of the Contractor in meeting the requirements of this Training Special Provision. It is normally expected that a trainee or apprentice

will begin his training on the project as soon as feasible after start of work utilizing the skill involved and remain on the project as long as training opportunities exist in his work classification or until he has completed his training program. It is not required that all trainees or apprentices be on board for the entire length of the contract. A Contractor will have fulfilled his responsibilities under this Training Special Provision if he has provided acceptable training to the number of trainees or apprentices specified. The number trained shall be determined on the basis of the total number enrolled on the contract for a significant period.

Only trainees or apprentices registered in a program approved by the State of California's State Administrator of Apprenticeship may be employed on the project and said trainees or apprentices shall be paid the standard wage specified under the regulations of the craft or trade at which they are employed.

The Contractor shall furnish the trainee or apprentice a copy of the program he will follow in providing the training. The Contractor shall provide each trainee or apprentice with a certification showing the type and length of training satisfactorily completed.

The Contractor will provide for the maintenance of records and furnish periodic reports documenting his performance under this Training Special Provision.