STATE OF NEVADA

DEPARTMENT OF TRANSPORTATION

Standard Specifications for Road and Bridge Construction

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2001

TABLE OF CONTENTS

DIVISION I—GENERAL REQUIREMENTS

SECTION		PAGE
101	Terms and Definitions	1
102	Bidding Requirements and Conditions	7
103	Award and Execution of Contract	15
104	Scope of Work	17
105	Control of Work	21
106	Control of Material	27
107	Legal Relations and Responsibility to the Public	39
108	Prosecution and Progress	53
109	Measurement and Payment	65
110	Wages and Conditions of Employment	77

DIVISION II—CONSTRUCTION DETAILS

200	Engineering	79
201	Clearing and Grubbing	81
202	Removal of Structures and Obstructions	83
203	Excavation and Embankment	87
204	Rounded and Transition Slopes	95
205	Overhaul	97
206	Structure Excavation	99
207	Backfill	101
208	Foundation Fill	105
209	Drain Backfill	107
210	Watering	109
211	Erosion Control	111
212	Landscaping	115
213	Irrigation Systems	123
214	Mailbox Systems	131
302	Aggregate Base Courses	133
304	Portland Cement Treated Base	135
305	Roadbed Modification	141
307	Shouldering Material	145
401	Plantmix Bituminous Pavements-General	147
402	Plantmix Bituminous Surface	163
403	Plantmix Bituminous Open-graded Surface	169
404	Cold Recycled Bituminous Surface and Premixed Bituminous Paving Material	171
405	Tack Coat	177
406	Prime Coat	179
407	Seal Coat	181
408	Surface Treatment	183
409	Portland Cement Concrete Pavement	187
410	Concrete Pavement Resurfacing	205
501	Portland Cement Concrete	209
502	Concrete Structures	223
503	Precast Prestressed Concrete Members	251
504	Lightweight Concrete for Structures	261
505	Reinforcing Steel	265
506	Steel Structures	271
508	Driven Piles	287
509	Drilled Shaft Foundations	295
600	Pipe Culverts—Type of Material Optional	305

SECTION PAGE

601 Pipe Culverts—General 307
603 Reinforced Concrete Pipe 309
604 Corrugated Metal Pipe and Metal Arch Pipe 313
605 Plastic Pipe 315
606 Structural Plate Culverts 319
607 Underdrains 323
608 Downdrains 325
609 Catch Basins, Manholes and Inlets 327
610 Riprap 331
611 Concrete Slope Paving 333
613 Concrete Curbs, Gutters, and Sidewalks 335
614 Painting 339
615 Preservative Treatments for Timber 345
616 Fencing 349
617 Cattle Guards 353
618 Guardrail 355
619 Object Markers and Guide Posts 359
621 Monuments 361
623 Signals, Lighting and Intelligent Traffic Systems 363
624 Accommodations for Public Traffic 417
625 Construction Signs 423
627 Permanent Signs 431
628 Mobilization 433
632 Permanent Painted Pavement Markings 435
633 Pavement Markers 439
634 Pavement Marking Film 443
635 Temporary Pavement Striping Tape 445
636 Temporary Painted Pavement Marking 447
637 Pollution Control 449
640 Retaining Walls 455
641 Vehicular Impact Attenuators 461
646 Waterproofing, Dampproofing and Crack Sealing 463
660 Pneumatically Placed Concrete Mortar 469

DIVISION III—MATERIALS DETAILS

701 Portland Cement 471
702 Concrete Curing Materials and Admixtures 473
703 Bituminous Materials 475
704 Base Aggregates 491
705 Aggregates for Bituminous Courses 495
706 Aggregates for Portland Cement Products 499
707 Joint Material 507
708 Concrete and Plastic Pipe 509
709 Metal Pipe and Drains 511
710 Structural Steel 513
712 Miscellaneous Metal 515
713 Reinforcement 517
714 Paint 519
715 Galvanizing 521
716 Sign Materials 523
718 Timber Material 529
720 Guardrail Materials 531
721 Object Markers and Guide Posts 533
722 Water 535
724 Fence Materials 537

SECTION PAGE
725 Elastomeric Bearing Pads 541
726 Roadside Materials 543
727 Concrete Surface Finishing Material 547
728 Epoxy 549
729 Traffic Paint 553
730 Traffic Beads 563
731 Engineering Fabrics 565
732 Pavement Marking Film 567
APPENDIX 569
INDEX 571

DIVISION I

GENERAL REQUIREMENTS

SECTION 101

TERMS AND DEFINITIONS

101.01 Meaning of Terms. These specifications are generally written in the imperative mood. In sentences using the imperative mood, the subject, "*the Contractor,*" is implied. For example, when words or phrases such as *"Construct switches with . . . ," "Furnish 3 sets . . . ," "Test the material after . . . ," "Make provisions for . . . ," "Equip the paver with . . . ," "Place the concrete . . . ,"* or any other similar words or phrases are stated, it shall be understood *"The Contractor shall"* perform such work, comply with the requirements of, furnish such material, or take such action. In material specifications, the subject may also be the supplier, fabricator, or manufacturer supplying material, products, or equipment for use on the project.

The words "*shall"* and *"shall be"* are also implied, and when implied or stated are to be considered mandatory and generally pertain to requirements or actions of the Contractor.

Whenever the Contractor is specifically directed or implied by these specifications to "*give notification*" or "*notify,*" it is implied that the Contractor give such notification to the Engineer. Likewise, whenever the specifications state *"notification will be given,"* or *"will be notified,"* it is implied that the Engineer will give such notification to the Contractor.

Whenever anything is, or is to be, done, if, as, or, when, or where "contemplated, required, determined, directed, specified, authorized, ordered, given, designated, indicated, considered necessary, deemed necessary, permitted, reserved, suspended, established, approved, disapproved, acceptable, unacceptable, suitable, accepted, satisfactory, unsatisfactory, sufficient, insufficient, rejected, or condemned," it shall be understood as if the expression were followed by the words "by the Engineer" or "to the Engineer."

The word *"will"* generally pertains to decisions or actions of the Engineer.

101.02 Abbreviations. Wherever the following abbreviations are used in these specifications or on the plans, they are to be construed the same as the respective expressions represented:

AAN— American Association of Nurserymen
AASHTO— American Association of State Highway and Transportation Officials
ACI— American Concrete Institute
AGC— Associated General Contractors of America
AISC— American Institute of Steel Construction
AISI— American Iron and Steel Institute
ANSI— American National Standards Institute
ASA— American Standards Association
ASTM— American Society for Testing and Materials
AWG— American Wire Guage
AWS— American Welding Society
AWWA— American Water Works Association
EIA— Electronic Industries Association
ETL— Electrical Testing Laboratories
FHWA— Federal Highway Administration
FSS— Federal Specifications and Standards, General Services Administration
IES— Illumination Engineering Society
IMSA— International Municipal Signal Association
ITE— Institute of Transportation Engineers
MIL— Military Specifications

MUTCD— Manual on Uniform Traffic Control Devices (for Streets and Highways)
NDOT— Nevada Department of Transportation
NEC— National Electric Code
NEMA— National Electrical Manufacturers Association
NRS— Nevada Revised Statutes
OSHA— Occupational Safety and Health Administration
RUS— Rural Utilities Service
SI— International System of Units
UL— Underwriters Laboratories, Incorporated

101.03 Definitions. Wherever in these specifications or in other contract documents the following terms or pronouns in place of them are used, the intent and meaning shall be interpreted as follows:

Advertisement. The public announcement, as required by law, inviting bids for work to be performed or materials to be furnished.

Approve, Approved, Approval. Determination of the Engineer that the Contractor's chosen materials or procedures conform to the requirements of the plans and specifications with respect to providing an acceptable and safe project. These terms shall not be construed as a warranty by the Department that the Contractor's methods will succeed or will be the most efficient or economical method of accomplishing the work, nor shall the terms be construed as a warranty that the actual materials used in construction will perform as represented in test results supplied to the Department by the Contractor.

Award. The acceptance of a bid by the Department.

Base Course. The layer or layers of specified or selected material of designed thickness on a subbase or a sub-grade to support a surface course.

Bid, Bid Proposal, Proposal. The offer of a bidder, on the prescribed form, to perform the work and to furnish the labor and materials at the prices quoted.

Bidder. An individual, partnership, firm, corporation, or any acceptable combination thereof, or joint venture, submitting a bid for the advertised work.

Bridge. A structure, including supports, erected over a depression or an obstruction, such as water, a highway, or railway, and having a track or passageway for carrying traffic or other moving loads and having an opening measured along the center of roadway of more than 6 m (20 ft) between undercopings of abutments or spring lines of arches or extreme ends of openings for multiple boxes for multiple pipes. For multiple pipes to be measured the clear distance between openings shall be less than half of the smaller contiguous opening.

Bridge Length. The greater dimension of a structure measured along the center of the roadway between backs of abutment backwalls or between ends of bridge floor.

Bridge Roadway Width. The clear width of structure measured at right angles to the center of the roadway between the bottom of curbs or, if curbs are not used, between the inner faces of parapet or railing.

Calendar Day. Every day shown on the calendar, beginning and ending at midnight.

Channel. A natural or artificial water course.

Construction Easement. An acquired right of use over the property of another for the purposes of constructing highway related features outside NDOT right of way limits. Right of use may be temporary in nature (TE) or permanent (PE).

Contract. The written agreement between the Department and the Contractor setting forth the obligations of the parties thereunder, including, but not limited to, the performance of the work, the furnishing of labor and materials, and the basis of payment.

The contract includes the invitation for bids, proposal, any subcontractor or DBE/WBE forms, contract form and contract bond, standard specifications, supplemental notice, special provisions, general and detailed plans, notice to proceed, and any change orders and supplemental agreements that are required to complete the con-

struction of the work in an acceptable manner, including authorized extensions and basis of payment thereof, all of which constitute one instrument.

Contract Bond. The approved form of security, executed by the Contractor and his surety or sureties, guaranteeing complete execution of the contract and all supplemental agreements pertaining thereto and the payment of all legal debts pertaining to the construction of the project.

Contract Change Order. A written order to the Contractor, covering changes in the plans, specifications or quantities, within the scope of the contract, and establishing the basis of payment and time adjustments for the work affected by the changes.

Contract Item (Pay Item). An item of work specifically described and for which a price, either unit or lump sum, is provided. It includes the performance of all work and the furnishing of all labor, equipment, and materials described in the text of a specific item included in the contract or described in the standard specifications, supplemental specifications or special provisions, or supplemental notices of the contract. Contract items are numbered so that the first 3 digits of the item number correspond to the Section of the same number. Thus, in Item No. 203 2008, which is the item number for Roadway Excavation, the number 203 is the Section number and corresponds to Section 203 of the Standard Specifications.

Construct each contract item under the specifications contained in the Section of the same number, i.e., the number preceding aforementioned last 4 digits.

Contractor. The individual, partnership, firm, corporation, or any acceptable combination thereof, or joint venture, contracting with the Department for performance of prescribed work.

Contract Time. Specified time allowed for completion of the contract.

In case a calendar date of completion is shown in the proposal in lieu of the number of working or calendar days, the contract shall be completed by that date.

Culvert. Any structure not classified as a bridge which provides an opening under the roadway.

Day. Day shall be understood to mean calendar day, unless specified otherwise.

Department. The party of the first part to a contract which shall be the Department of Transportation as constituted under the laws of the State of Nevada, for the administration of highway work.

Detour. A temporary route for traffic around a closed portion of road.

Directors. The directors of the Department of Transportation of the State of Nevada as established by the laws of the State of Nevada, acting directly or through their authorized representatives.

Disadvantaged Business Enterprise (DBE). A firm certified by NDOT under Title 49 Code of Federal Regulations Part 26 to participate in the Federal DBE program.

Divided Highway. A highway with separated roadways for traffic in opposite directions.

Employee. Any person working on the project mentioned in the contract of which these specifications are a part, and who is under the direction and control of, or receives compensation from, the Contractor or his subcontractor.

Engineer. The Director of the Department of Transportation of the State of Nevada, acting either directly or through his duly authorized representatives, who is responsible for the engineering supervision of the construction.

Equipment. All machinery and equipment, together with the necessary supplies for upkeep and maintenance, and also tools and apparatus necessary for the proper construction and acceptable completion of the work.

Extra Work. An item of work not provided for in the contract as awarded but found essential to the satisfactory completion of the contract within its intended scope.

Frontage Road or Frontage Street. A local street or road auxiliary to and located generally on the side of an arterial highway for service to abutting property and adjacent areas and for control of access.

Highway. A general term denoting a public way for purposes of vehicular travel, including the entire area within the right of way.

Highway under Construction or Reconstruction. That portion of a highway being in any part constructed or reconstructed, including those sections of highway between the portion under construction or reconstruction and the pits and the sources of materials approved by the Department for that particular portion of highway under construction or reconstruction.

Holidays. In the State of Nevada, these occur on:

January 1 (New Year's Day)
Third Monday in January (Martin Luther King Jr.'s Birthday)
Third Monday in February (Presidents Day)
Last Monday in May (Memorial Day)
July 4 (Independence Day)
First Monday in September (Labor Day)
Last Friday in October (Nevada Day)
November 11 (Veterans' Day)
Fourth Thursday in November (Thanksgiving Day)
Friday following fourth Thursday in November (Family Day)
December 25 (Christmas Day)

or on any day that may be appointed by the President of the United States for public fast, thanksgiving or as a legal holiday.

If January 1, July 4, November 11, or December 25 falls upon a Sunday, the Monday following shall be observed as a holiday.

If January 1, July 4, November 11, or December 25 falls upon a Saturday, the Friday preceding shall be observed as a holiday.

Inspector. The Engineer's authorized representative assigned to make detailed inspections of contract performance.

Laboratory. The testing laboratory of the Department or any other testing laboratory which may be designated by the Engineer.

Major Contract Item. A "major item" shall be construed to be any individual bid item included in the proposal that has a total cost equal to or greater than $50,000 or 5% of the total contract cost, whichever is the lesser amount. The total contract cost shall be computed on the basis of the proposal quantities and contract unit prices.

Materials. Any substances specified for use in the construction of the project and its appurtenances.

Materially Unbalanced Bid. A bid is materially unbalanced if there is a reasonable doubt that award to the bidder submitting a mathematically unbalanced bid will result in the lowest ultimate cost to the Department.

Mathematically Unbalanced Bid. A bid is mathematically unbalanced if the bid contains lump sum or unit bid items which do not reflect reasonable actual costs plus a reasonable proportionate share of the bidder's anticipated profit, overhead costs and other indirect costs.

Median. That portion of a divided highway separating the travel ways for traffic generally in opposite directions.

Notice to Contractors. The official notice inviting bids for the proposed work.

Notice to Proceed. A written notice to the Contractor to proceed with the contract work.

Pavement Structure. The combination of base course and surface course placed on a subgrade to support the traffic load and distribute it to the roadbed.

Plans. The approved project plans and standard plans, profiles, typical cross sections, working drawings and supplemental drawings, or exact reproductions thereof, which show the location, character, dimensions and details of the work to be performed. All such documents are to be considered as a part of the plans whether or not noted in the special provisions.

In the above definition, these terms are defined as follows:

(a) Standard Plans—The standard plans of the Department.

(b) Project Plans—The project plans are specific details and dimensions peculiar to the work and are supplemented by the standard plans insofar as the same may apply.

Profile Grade. The trace of a vertical plane intersecting the top surface of the proposed structural section as shown on the plans. Profile grade means either elevation or gradient of such trace according to the context.

Project. The specific section of the highway together with all appurtenances and construction to be performed thereon at the prices quoted.

Proposal Form. The approved form on which the Department requires bids to be prepared and submitted for the work.

Proposal Guaranty. The security furnished with a bid to guarantee that the bidder will enter into the contract if his bid is accepted.

Right of Way. A general term denoting land, property or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

Road. A general term denoting a public way for purposes of vehicular travel, including the entire area within the right of way.

Roadbed. The graded portion of a highway within top and side slopes, prepared as a foundation for the pavement structure and shoulders.

Roadside. A general term denoting the area adjoining the outer edge of the roadway. Extensive areas between the roadways of a divided highway may also be considered roadside.

Roadside Development. Those items necessary to the complete highway which provide for the preservation of landscape materials and features; the rehabilitation and protection against erosion of all areas disturbed by construction through seeding, sodding, mulching and the placing of other ground covers; such suitable planting and other improvements as may increase the effectiveness and enhance the appearance of the highway.

Roadway. The portion of a highway within limits of construction.

Shoulder. The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.

Sidewalk. That portion of the roadway primarily constructed for the use of pedestrians.

Special Provisions. Additions and revisions to the standard specifications covering conditions peculiar to an individual project.

Specifications. The directions, provisions, and requirements contained in the standard specifications as modified by the special provisions. Whenever the term “these specifications” is used in this book, it means the provisions set forth in this book.

State. The State of Nevada acting through its authorized representatives.

Street. A general term denoting a public way for purposes of vehicular travel, including the entire area within the right of way.

Structures. Bridges, culverts, catch basins, drop inlets, retaining walls, cribbing, manholes, end walls, buildings, sewers, service pipes, underdrains, foundation drains and other features which may be encountered in the work and not otherwise classed herein.

Subcontractor. Regardless of license requirements, any individual, partnership, firm, corporation or any acceptable combination thereof, or joint venture, to which the Contractor, with the consent of the Department, sublets any part of the contract.

Subgrade. The top surface of a roadbed upon which the pavement structure and shoulders, including curbs, are constructed.

Substructure. All of that part of the structure below the bearings of simple and continuous spans, skewbacks of arches and tops of footings of rigid frames, together with backwalls, wingwalls and wing protection railings.

Superintendent. The Contractor's authorized representative in responsible charge of the work, present on the work at all times during the progress to supervise and direct the construction, to receive and fulfill instructions from the Engineer, and to accept orders for changed and extra work.

Superstructure. All that part of a structure above the bearings of simple and continuous spans, skewbacks of arches and top of footings of rigid frames; excluding backwalls, wingwalls and wing protection railings.

Supplemental Agreement. A written agreement made and entered into by and between the Contractor and the Department covering work not otherwise provided for, revisions in or amendments to the terms of the contract, or conditions specifically prescribed in the specifications as requiring supplemental agreements. Such supplemental agreements become a part of the contract when approved and properly executed.

Supplemental Notice. Additions and revisions to the plans and specifications that are written and issued to prospective bidders after advertisement and before the bid opening.

Surety. The corporation, partnership, or individual, other than the Contractor, executing a bond furnished by the Contractor.

Surface Course. One or more layers of a pavement structure designed to accommodate the traffic load, the top layer of which resists skidding, traffic abrasion, and the disintegrating effects of climate. The top layer is sometimes called "wearing course."

Traffic Lane. The portion of a traveled way for the movement of a single line of vehicles.

Traveled Way. That portion of roadway for the movement of vehicles exclusive of shoulders and auxiliary lanes.

Work. The furnishing of all labor, materials, equipment and incidentals necessary or convenient to the successful completion of the project and the carrying out of the duties and obligations imposed by the contract.

Working Day. A calendar day on which weather and other conditions not under the control of the Contractor will permit construction operations to proceed for the major part of the day (5 hours) with the normal working force engaged in performing the controlling item or items of work which would be in progress at that time, exclusive, however, of Saturdays, Sundays, State recognized holidays, and any day that is incumbent upon the Contractor, by means of a labor union, to observe as a holiday. However, if the Contractor elects to work on such days, those days will be considered as a working day.

Working Drawings (Shop Drawings). Demolition and removal plans, shoring and cofferdam plans, falsework plans, shop fabrication details, erection procedures, prestressing details and any other supplementary plans or similar data which the Contractor is required to submit to the Engineer for approval.

SECTION 102

BIDDING REQUIREMENTS AND CONDITIONS

102.01 Notice to Contractors. The Department will give notice of letting of the work. The "Notice to Contractors" will contain a description of proposed work, together with information to the bidder regarding access to the proposal forms, plans, specifications, and the reservation of the right of Department to reject any or all bids.

102.02 Prequalification of Bidders. All bidders shall be prequalified as required by law. To be qualified, submit, under oath, on the standard form furnished by the Department, a statement of your financial ability and experience in the performance of contracts for public work. Attest to the verity of the data submitted by executing the appropriate affidavit which is a part of the "Contractor's Statement of Experience and Financial Condition for Prequalification." After verifying the information contained in the statement, the Department will notify the submitter of the maximum bidding capacity and class of work upon which he will be eligible to bid.

In order to remain on the qualified list, submit a new statement before the expiration of the current prequalification. If not already qualified, submit a statement of financial ability and experience, current within 9 months, at least 5 full days before the date set for the opening of bids in order to have it considered, but qualification will not be granted until such statement has been verified.

No contract will be awarded to a Contractor with a prequalification statement which is not current on the date the contract is awarded.

Nothing contained in this Section shall be construed as depriving the Department of its discretion in the matter of determining the lowest responsible bidder.

On Federal-aid projects, any Contractor otherwise qualified by the State of Nevada to perform such work is not required to be licensed nor to submit application for license in advance of submitting a bid or having such bid considered, provided, however, that such exception does not constitute a waiver of the State's right under its license laws to require a Contractor, determined to be a successful bidder, to be licensed to do business in the State of Nevada in connection with the award of a contract to him.

No bid will be accepted from a Contractor to whom a proposal form has not been issued by the Department.

102.03 Contents of Proposal Forms. Upon request, the Department will furnish the prospective bidder with a proposal form. This form will state the location and description of the contemplated construction and will show the approximate estimate of the various quantities and kinds of work to be performed or materials to be furnished, and will have a schedule of items for which unit bid prices are invited. The proposal form will state the time in which the work must be completed, the amount of the proposal guaranty, and the date, time, and place of the opening of proposals. The form will also include any special provisions or requirements which vary from or are not contained in the standard specifications.

All papers bound with or attached to the proposal form are considered a part thereof and do not detach or alter them when submitting the proposal.

The plans, specifications, supplemental notices to contractors and other documents designated in the proposal form will be considered a part of the proposal whether attached or not.

Pay the Department the sum stated in the advertisement and "Notice to Contractors" for each copy of proposal form and each set of plans. The contract documents are nonreturnable and no refund will be made. Make checks in payment for plans and specifications payable to the Nevada Department of Transportation.

The Department will maintain a bidders information list, consisting of information about all firms that bid or quote Department contracts.

(a) Subcontractor Information. By the provisions of NRS 338.141, comply with the following requirements:

1. Provide the name of each subcontractor who will be paid an amount exceeding 5% of the total bid. Within 2 hours after the completion of the opening of bids, the 3 apparent lowest bidders must submit a list of the names of each subcontractor who will be paid an amount exceeding 1% of the total bid or $50,000.00, whichever is greater, and the number of the license issued to the subcontractor pursuant to

Chapter 624 of the NRS. Failure to submit such lists within the required time, will deem the bid non-responsive.

2. Also include a description of the portion of the work or improvement which each subcontractor named in the bid will complete.
3. A subcontractor named by the bidder who is not properly licensed for that portion of the work will be deemed unacceptable. If the subcontractor is deemed unacceptable, provide an acceptable subcontractor before the award of the contract.

Complete and sign the "NDOT Bidder Subcontractor Information" forms, which are appended to the Special Provisions, concerning the above requirements.

Submit a list of the names of all subcontractors submitting bids on the form "Subcontractors Bidding on NDOT Contracts," which is appended to the Special Provisions. The form information includes the name of subcontractors, if the subcontractor's bid was accepted, and their DBE/non- DBE status. Complete and submit the form by 5:00 p.m. the next working day after the opening of the bids. The form may be copied if necessary and must be submitted to the Administrative Services Division, Room 101, 1263 S. Stewart Street, Carson City, Nevada, 89712. Faxes of the form are acceptable to Administrative Services at Fax No. (775) 888-7101. Failure to submit this form within the required time will deem the bid non-responsive.

102.04 Interpretation of Quantities in the Proposal. The quantities given in the "Notice to Contractors" and in the proposal and contract forms are approximate only, being given as a basis for the comparison of bids, and the Department does not, expressly or by implication, agree that the actual amount of work will correspond therewith, but reserves the right to increase or decrease the amount of any class or portion of the work, or to omit portions of the work, as may be deemed necessary or advisable.

102.05 Examination of Plans, Specifications, Contract Documents and Site of Work. The Department will prepare plans and specifications giving such directions as will enable any competent contractor to carry them out. Contractors and subcontractors shall carefully examine the site of the proposed work, the proposal, plans, specifications, supplemental specifications, special provisions and contract forms before submitting a proposal. The submission of a bid will be considered prima facie evidence that such examination was made and with satisfaction as to the conditions to be encountered in performing the work and as to the requirements of the plans, specifications, supplemental specifications, special provisions and contract documents.

Direct all questions, in writing, which may arise as to the interpretation of the plans, specifications, and any other contract documents to the project manager/coordinator listed in this Subsection of the Special Provisions. Do not rely upon verbal interpretations given by Department employees in forming bids, but only upon written interpretations provided by an authorized Department employee. The project manager/coordinator will maintain a record of all questions and responses. A copy of this record will be available via fax or E-mail upon request until the close of business (4:00 p.m. local time) the Tuesday preceding the bid opening. Make requests for clarifications no later than the close of business (4:00 p.m. local time) on the Friday prior to the scheduled bid opening. Requests made after this date generally will not be addressed.

When a pay item is shown on the plans and not in the proposal, and such pay item is not specifically excluded from payment either in these specifications or in the contract documents, the pay item shall then be considered an obvious omission in the proposal and payment will be made according to Subsection 104.03.

Whenever the Department has obtained subsurface information concerning possible material sources, said information will be included in Section 106.

If foundation reports and boring logs are available, the findings and conclusions presented in said contract documents have been prepared by generally accepted engineering principles and practices. The information shown on the log of test borings applies only at the location of the borings and at the time of drilling. Subsurface conditions may be expected to differ at other locations or to change at these locations with time.

Information derived from inspection of records of subsurface investigations made by the Department will not in any way relieve the Contractor from fulfilling the terms of the contract.

If a mass diagram has been prepared for a project, it will be available with the understanding that the swell or shrinkage factors of the excavated material and the direction and quantities of haul or overhaul as shown on said mass diagram are for the purpose of estimating quantities only.

102.06 Preparation of Proposal. Submit the proposal upon the forms furnished by the Department. Specify a unit price in figures for each pay item for which a quantity is given, and show the products of the respective unit prices and quantities, written in figures in the column provided for that purpose, and the total amount of the proposal obtained by adding the amount of the several items. In the event that more than 2 decimal places are used in representing a unit price, all numbers beyond the second decimal will be truncated and the product for the affected item and the total amount of the bid will be recomputed by the Department accordingly. Show all figures in ink or type.

When an item in the proposal contains a choice to be made, indicate the choice in writing, according to the specifications for that particular item, and thereafter no further choice will be permitted.

The bidder's proposal must be signed with ink by the individual, by one or more members of the partnership, by one or more members or officers of each firm representing a joint venture, or by one or more officers of a corporation, or by an agent of the Contractor, legally qualified and acceptable to the Department. If the proposal is made by an individual, show his name and post office address; by a partnership, show the name and post office address of each partnership member; as a joint venture, show the name and post office address of each member or officer of the firms represented by the joint venture; by a corporation, show the name of the corporation and the business address of its corporate officials.

102.07 Irregular Proposals. Proposals will be considered irregular and may be rejected for the following reasons:

(a) If the proposal is on a form other than that furnished by the Department, or if the form is altered or any part thereof is detached.

(b) If there are unauthorized additions, conditional or alternate bids, or irregularities of any kind which may tend to make the proposal incomplete, indefinite, or ambiguous as to its meaning.

(c) If the bidder adds any provisions reserving the right to accept or reject an award, or to enter into a contract pursuant to an award.

This does not exclude a bid limiting the maximum gross amount of awards acceptable to any one bidder or at any one bid letting, provided that the selection of any bid awards be made by the Department. See Subsection 102.14.

(d) If the unit prices contained in the proposal are obviously unbalanced, either in excess or below the reasonable cost analysis values.

(e) If the proposal does not contain a unit price for each pay item listed except in the case of authorized alternate pay items.

Following the opening of bids, the Department will examine the unit bid prices of all bidders for reasonable conformance with the Engineer's Estimate. A bid tabulation including calculated percentage variances from the Engineer's Estimate for each bid item will be forwarded to the Chairman of the Bid Review and Analysis Team (BRAT) for further review.

In determining whether a unit bid price is unbalanced and subject to rejection, the BRAT will consider, but not be limited to, the following criteria:

(a) Mathematically unbalanced bids which are not found to be materially unbalanced may be awarded.

(b) If the quantities as bid are incorrect and the contract cost will be increased when quantities are corrected, the bid may be rejected.

(c) On items where the quantities may vary, if the anticipated variation in quantity would result in the lower bidder not remaining as the low bidder, the bid may be rejected.

(d) If the mathematical unbalancing has a potential detrimental effect upon the competitive process or can cause contract administration problems after the award, the bid may be rejected.

(e) Over pricing items for work done early in the contract (front end loading) could be considered as a materially unbalanced bid, and the bid may be rejected.

Other factors the BRAT will consider in the bid analysis are:

Number of bids.
Distribution or range of bids.

Potential for savings if the contract is readvertised.
Bid prices for the contract under review versus bid prices for similar contracts in the same or recent lettings.
Urgency/effect of delay on the construction of the contract.
Current market conditions/workload.
The significance of the variance of individual unit bid prices from the Engineer's Estimate and if there is any justification for the difference.
Other factors that may be important to the contract.

After review, the BRAT will prepare a report and make one of the following recommendations:

Award to the apparent low bidder.
Award to the apparent second low bidder.
Reject all bids and may readvertise.

102.08 Proposal Guaranty. No proposal will be considered unless accompanied by a proposal guaranty, in the amount equal to 5% of the bid, made unconditionally payable to the Nevada Department of Transportation. The guaranty may be cash, cashier's check, certified check, postal money order, bank money order, express money order, bank draft or an undertaking executed by a corporate surety company authorized to do business in the State of Nevada or any other guaranty that may be especially approved by the Department. Such proposal guaranty is to be forfeited to the Department should the bidder to whom the contract is awarded fail to enter into the contract within 20 days after the award.

102.09 Delivery of Proposals. Preferably submit each proposal in a special envelope furnished by the Department. Fill in correctly the blank spaces on the envelope to clearly indicate its contents. When an envelope other than the special one furnished by the Department is used, provide one of the same general size and shape and mark similarly to clearly indicate its contents. When sent by mail, address the sealed proposal to the Department at the address and in care of the official in whose office the bids are to be received. All proposals will be filed before the time and at the place specified in the advertisement and "Notice to Contractors." Proposals received after the time for opening of bids will be returned unopened.

102.10 Withdrawal or Revision of Proposals. A proposal may be withdrawn or revised after it has been deposited with the Department, provided the request for such withdrawal or revision is received by the Department, in writing, by fax, or by telegram, before the time set for the opening of bids. The withdrawal of a proposal shall not prejudice the right to file a new proposal provided it is received before the time set for opening of proposals.

Because of the physical limitations of receipt of information by facsimile transmission, there is no guarantee by the Department that the confidentiality of a revision submitted by fax can be maintained, because it is not "sealed" upon receipt. Also, the Department makes no guarantee that a machine will be available to receive such transmission or that telephone lines will be open.

102.11 Public Opening of Proposals. Proposals will be opened and read publicly at the time and place indicated in the advertisement and "Notice to Contractors." Bidders, their authorized agents and other interested parties are invited to be present.

102.12 Disqualification of Bidders. Any of the following reasons may be considered as sufficient for the disqualification of a bidder and the rejection of his proposal or proposals:

(a) More than one proposal for the same work from an individual, firm or corporation under the same or different name.

(b) Evidence of collusion among bidders. Participants in such collusion will receive no recognition as bidders for any future work of the Department until any such participants shall have been reinstated as a qualified bidder.

For Federal-aid projects the U.S. Department of Transportation (DOT) operates a toll-free "hotline," 1-800-424-9071, Monday through Friday, 8:00 a.m. to 5:00 p.m., Eastern Standard Time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the "hotline." All information will be treated confidentially and caller anonymity will be respected.

(c) Unsatisfactory performance record as shown by past work for the Department judged from the standpoint of workmanship and progress.

(d) Uncompleted work which in the judgment of the Department might hinder or prevent the prompt completion of additional work if awarded.

(e) Failure to pay or satisfactorily settle all bills due for labor, equipment, or material on prior or existing contracts.

(f) Failure to hold a valid license of a class corresponding to the work to be done as required by the State Contractor's License Law. However, it is not required to have a Contractor's license in order to bid on Federal-aid projects as long as licensed at time of Contractor's execution of the contract.

(g) Failure to comply with any qualification regulations of the Department.

(h) The FHWA has debarred certain companies and individuals from participation in Federally assisted projects for periods ranging from 6 months to 3 years.

You are advised to contact the Department's Contract Compliance Office, at (775) 888-7497, for the names of the debarred companies and/or individuals before accepting and relying on any quote from any company or individual. The debarred companies or individuals will not be allowed to participate in Federally assisted projects during the period of their debarment.

While this prohibition operates to preclude them from employment as prime contractors, subcontractors, consultants or employees on Federal-Aid projects, the named corporations and individuals may still serve as materials suppliers for prime or subcontractors.

102.13 Material Guaranty. The successful bidder may be required to furnish a complete statement of the origin, composition, and manufacture of any or all materials to be used in the construction of the work together with samples, which samples may be subject to the tests provided for in these specifications to determine their quality and fitness for the work.

102.14 Combination or Conditional Bids. On certain projects bids may be submitted on more work than is desired to be awarded. Indicate the total amount desired to be accepted and the Department will determine which of the low bids on these projects, up to the final total indicated, will be accepted. This limitation will only apply to those projects on which the following statement has been included in the proposal and is properly filled in.

"We desire to disqualify all of our bids at which in combination exceed the total of $ ..... or ..... contracts and hereby authorize the Department to determine which bids shall be disqualified. Bids have been submitted on the following contract(s) .....as of this date that have not yet been awarded and are to be considered in determining if the above total amount is exceeded."

"A proposal guaranty, conforming to Subsection 102.08, in the amount of $ ..... accompanies the proposal for contract number(s) ..... or has been filed with the Department in advance."

102.15 Motor Fuel Tax Refund. It is understood and agreed that the price bid for the work to be done under the contract shall include the applicable tax on motor vehicle fuel and special fuel as required by NRS Chapters 365 and 366.

Determine if subcontractors have reported fuel consumption to the Nevada Department of Motor Vehicles and Public Safety, as required by law.

102.16 DBE Certification and Bidding Requirements. This contract is subject to Title 49, Code of Federal Regulations, Part 26 entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Programs; Final Rule." Portions of those regulations are set forth in these Standard Specifications, and those regulations in their entirety are incorporated herein by this reference.

Policy. It is the policy of the Department that disadvantaged business enterprises as defined in 49 CFR Part 26.5 shall have an equal opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this agreement. Consequently the DBE requirements of 49 CFR Part 26 apply to this agreement.

Obligation. The Contractor agrees to ensure that disadvantaged business enterprises, as defined in 49 CFR Part 26.5, have an equal opportunity to participate in the performance of contracts and subcontracts financed

in whole or part with Federal funds provided under this agreement. In this regard the Contractor shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that disadvantaged business enterprises have an equal opportunity to compete for and perform contracts.

The Contractor 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 49 CFR Part 26 in the award and administration of U.S. Department of Transportation assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of contract, which may result in the termination of this contract or such other remedy as the Department deems appropriate.

DBEs must be certified by the Department in accordance with 49 CFR, Part 26. A list of those DBEs approved by the Department is included in the bidder's package.

Certification as a DBE or a DBE joint venture shall be predicated on:

1. The completion and execution of a "Disadvantaged Business Enterprise (NDOT Form No. 052-052)" and a Schedule B—Information for Determining Joint Venture Eligibility, for Joint Ventures.
2. The submission of documents pertaining to the firm(s) as stated in the application(s).
3. The submission of any additional information which the Department may require to determine the firm's eligibility to participate in the DBE program.

Applications for certification are available at the Department's Contract Compliance Office, 1263 S. Stewart Street, Carson City, Nevada 89712.

Applicants submitting for certification as a DBE shall agree to permit the Department to audit and examine the books, records, and files of their business.

Applications for certification may be filed with the Department at anytime; however, completed applications shall be submitted by the small business concern at least 90 working days prior to bid opening for the project on which the firm seeks to participate. The firm must be certified by the Department at least 5 working days prior to the bid opening for the project to be eligible to participate as a DBE on that project. The Department will process applications in an expeditious manner. The Department will provide a certification decision within 90 days of receiving a completed application and all relevant reference documents.

The Department recognizes only those businesses which have been certified by the Department.

Bidders shall be fully informed respecting the requirements of the Regulations; particular attention is directed to the following matters:

(a) A DBE may participate as a prime Contractor, subcontractor, joint venture partner with a prime or subcontractor, or vendor of material or supplies.

(b) A DBE joint venture partner must be responsible for a clearly defined portion of the work to be performed in addition to satisfying requirements for ownership and control. The DBE joint venture partner must submit Schedule B of the Regulations.

(c) 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 it's responsibility by actually performing, managing and supervising the work.

(d) Credit for a DBE vendor of materials or supplies is limited to 60% of the price unless the vendor manufactures or substantially alters the goods.

(e) A DBE must be certified by the Department 5 days prior to the bid before credit may be allowed toward the DBE goal. The Department DBE list of certified minority Contractors and related firms in the State of Nevada is provided with each copy of the Special Provisions issued to potential bidders. Additional copies of the DBE listing may be obtained from the Department's Administrative Services Officer, 1263 S. Stewart Street, Carson City, Nevada 89712, phone (775) 888-7070 or on the Department's website at www.nevadadot.com.

A bidder unable to meet the DBE goal shall submit documentation which outlines in detail good faith efforts to meet the goal. These are minimum efforts, other evidence of Contractor efforts to meet the goal will be considered. Some efforts which may be shown are as follows:

(a) Whether the Contractor attended any pre-solicitation or pre-bid meetings that were scheduled by the recipient to inform DBEs of contracting and subcontracting opportunities.

(b) Whether the Contractor advertised in general circulation, trade association and minority-focus media concerning the subcontracting opportunities.

(c) Efforts to negotiate with DBEs for specific sub-bids including at a minimum:

1. The names, addresses, telephone numbers and dates the DBEs were contacted and the DBEs response.

2. A description of the information provided to DBEs regarding the plans and specifications for portions of the work to be performed.

3. A statement of why additional agreements with DBEs were not reached.

(d) Whether the Contractor followed up initial solicitations of interest by contacting DBEs to determine with certainty whether the DBEs were interested.

(e) Whether the Contractor selected portions of the work to be performed by DBEs in order to increase the likelihood of meeting the DBE goals (including, where appropriate, breaking down contracts into economically feasible units to facilitate DBE participation).

(f) Whether the Contractor provided interested DBEs with adequate information about the plans, specifications and requirements of the contract.

(g) Whether the Contractor negotiated in good faith with interested DBEs, not rejecting DBEs as unqualified without sound reasons based on a thorough investigation of their qualifications.

(h) Whether the Contractor made efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance required by the recipient or Contractor.

(i) Whether the Contractor effectively used the services of available minority community organizations; minority contractors' groups; local, state and Federal minority business assistance offices; and other organizations that provide assistance in the recruitment and placement of DBEs.

Subcontractors submitted by the prime Contractor as meeting the requirements of this Subsection for DBE certification by the Department must have a license, for the type and quantity of work to be performed by said DBE subcontractor, issued by the appropriate agency prior to the bid opening.

Upon bid submittal, by the prime Contractor, the prime Contractor becomes committed to those certified DBE firms listed in the bid proposal on the "NDOT Bidder-DBE (MBE/WBE) Information" form.

Verify that all representations made by the Department concerning DBE subcontractors are in conformance with the State Contractors' Board Rules and Regulations as well as all other State laws and regulations.

Begin procedures for licensing early enough to insure that DBE subcontractors are properly licensed prior to the time of the bid opening.

SECTION 103

AWARD AND EXECUTION OF CONTRACT

103.01 Consideration of Proposals. After the proposals are opened and read, they will be compared on the basis of the summation of the products of the approximate quantities shown in the proposal by the unit bid prices. The results of such comparisons will be immediately available to the public. In the event of a discrepancy between unit bid prices and extensions, the unit bid prices shall govern.

The right is reserved to reject any or all proposals, to waive technicalities, or to advertise for new proposals, if in the judgment of the Department, the best interests of the State will be promoted thereby.

The Department has determined that the reasonable minimum unit bid price per hour for "flagger" is $20.00 per hour. Any bid proposal which includes Item No. 624 0004, which is for "flagger" measured by the unit of hour, which is less than the minimum amount of $20.00 per hour will be adjusted up to the minimum amount by the Department. The bid item for "flagger" so adjusted will be considered the bidder's bid and the bidder's proposal will be recalculated and the revised total used to compare with other bids to determine the lowest responsible bidder. The unit bid price so adjusted is the amount the Department will pay for flagger.

103.02 Award of Contract. In order to meet the requirement prescribed under Section 112 (c) of Title 23, United States Code, relative to the award of contracts, furnish with the proposal a sworn statement executed by or in behalf of the person, firm, association or corporation submitting the bid. Provide such sworn statement in the form appended to the Special Provisions and sworn to before such persons as are authorized by the laws of the State to administer oaths.

In accordance with the provisions of NRS 338.147 for bidders preference, the Department will award the contract to the lowest responsible bidder with the following exception:

> A responsible bidder who at the time of submitting his bid provides a copy of a certificate of eligibility to receive a preference in bidding on public works, issued to him by the State Contractor's Board, shall be deemed to have submitted a better bid than a competing bidder who has not provided a copy of such a valid certificate of eligibility if the amount of his bid is not more than 5% higher than the amount bid by the competing bidder.

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 award, if made, will be made within 30 days after the opening of the proposals. The successful bidder will be notified by letter, mailed to the address shown on his proposal, that his proposal has been accepted and that he has been awarded the contract.

The date of the award of the contract shall be the date of the "Notice of Award."

103.03 Cancellation of Award. The Department reserves the right to cancel the award of any contract at any time before the execution of said contract by all parties without any liability against the Department, except that the Department will reimburse reasonable expenses incurred in reliance upon the "Notice to Proceed."

Whenever a contract is awarded to an unlicensed Contractor, it shall be with full understanding that such award shall become null and void should said Contractor fail to become licensed, by the provisions of NRS Chapter 624 for any reason within 20 days after award of said contract.

103.04 Return of Proposal Guaranty. All proposal guaranties, except those of the 2 lowest bidders, will be returned following the checking of bids and the recommendation to award the contract has been approved. The retained proposal guaranties of the 2 lowest bidders will be returned when the contract has been fully executed by the bidder awarded the contract and satisfactory bond has been furnished.

103.05 Requirement of Contract Bond. The successful bidder shall, at the time of the execution of the contract, furnish a surety bond or bonds in a sum equal to the full amount of the contract as a guaranty that he will complete the work under the terms of the contract. Such bond, or bonds, shall also provide and secure payment for all materials, labor and supplies, trucks and other means of transportation, used in, or upon, or about, or for the performance of the work contracted to be done, and for any work or labor done thereupon or incidental thereto. The bond or bonds shall be on the form provided in the proposal and shall be written by a

surety approved by the Insurance Commissioner of the State of Nevada. In addition, sureties shall have a Best's rating of "A–" or better according to A. M. Best Company. The power of attorney shall show the limiting amount authorized for issuance of bonds. Written appointment of agent of bonding company in and for the State of Nevada shall also be licensed, and approved by, the Insurance Commissioner.

If electing to use more than one surety in securing the required performance bond, inform the Department, in writing, what the priority arrangements are between the sureties as well as who the designated lead surety will be. Provide this information at the time the contract is returned to the Department for final execution.

103.06 Execution and Approval of Contract. The contract shall be signed by the successful bidder and returned, together with the contract bond, within 20 days after the contract has been mailed to the bidder. If the contract is not executed by the Department within 30 days following receipt from the bidder of the signed contract and bond, the bidder shall have the right to withdraw his bid without penalty. No contract shall be considered as effective until it has been fully executed by all the parties thereto.

103.07 Failure to Execute Contract. Failure to execute the contract and file acceptable bonds and/or failure to obtain a valid contractor's license within 20 days after the contract has been awarded shall be just cause for the annulment of the award and the forfeiture of the proposal guaranty which shall become the property of the Department, not as a penalty, but as liquidation of damages sustained. Award may then be made as provided in Subsection 103.02, or the work may be readvertised and constructed under contract or otherwise, as the Department may decide.

103.08 DBE Verification and Award Requirements. The award of the contract, if it be awarded, shall be to the lowest responsible and responsive bidder meeting the DBE goals or who has made a good faith effort to do so as outlined in Subsection 102.16.

The DBE information shall verify the bidders accomplishments towards meeting the contract goals or documentation detailing the bidders good faith efforts as required in Subsection 102.16. Failure by the bidder to submit this information at the time of bid opening will render the bidder as non-responsive to the contract provisions and the bid will not be considered for award. The Department will then consider the next lowest bidder for award that has complied with the requirements as outlined above.

The DBE information is subject to verification by the Department which may require additional information or clarification. The DBE information shall include as a minimum the following:

(a) Names, addresses, and telephone numbers of DBEs to be used.

(b) A complete description of the work or suppliers to be provided by the DBEs.

(c) The dollar amount of the contract for work or supplies awarded to each DBE.

(d) Written notice from each DBE firm named in the bid to meet the DBE goal, stating that they agree to perform the work committed to, for the price committed to in the bidding documents. This written confirmation must be received by the Department no later than 3 working days after the bid opening.

Failure by the Contractor to fulfill the DBE contract requirements and to demonstrate good faith efforts constitutes a breach of this contract. In such instance, the Department may:

(a) Withhold progress payments or portion thereof;

(b) Deduct as damages an amount equal to the unmet portion of the DBE commitment not achieved;

(c) Remove the Contractor from the prequalified bidders list for repeated violations;

(d) Suspend and debar for violations, falsifications, or misrepresentations;

(e) Terminate the contract; or

(f) Refer the matter for criminal prosecution.

The Special Provisions will specify if this Subsection applies to the contract, and if so, will identify the established DBE participation goal/percentage.

SECTION 104

SCOPE OF WORK

104.01 Intent of the Contract. The intent of the contract is to provide for the construction and completion in every detail of the work described. Furnish all labor, materials, equipment, tools, transportation and supplies required to complete the work according to the plans, specifications, and terms of the contract.

104.02 Changes in Character of Work and Differing Site Conditions.

(a) Changes. The Engineer reserves the right to make, in writing, at any time during the work, such changes in quantities and such alterations in the work as are necessary to satisfactorily complete the project. Such changes in quantities and alterations shall not invalidate the contract nor release the surety, and the Contractor agrees to perform the work as altered.

The right is reserved to increase or decrease any or all of the items in the estimate of approximate quantities as shown in the proposal. The length of the project may be increased or decreased by adding or omitting sections or by relocation. Under no circumstances shall alterations of plans or of the nature of the work involve work beyond the termini of the proposed construction except as may be necessary to satisfactorily complete the project.

Whenever the termini of the project are changed, a supplemental agreement acceptable to both parties to the contract shall be executed in advance of performing the affected work.

(b) Significant Changes in the Character of Work. If the alterations or changes in quantities significantly change the character of the work under the contract, whether or not changed by any such different quantities or alterations, an adjustment, excluding loss of anticipated profits, will be made to the contract. The basis for the adjustment shall be agreed upon before the performance of the work. If a basis cannot be agreed upon, then an adjustment will be made either for or against the Contractor in such amount as the Engineer may determine to be fair and equitable.

Any such price adjustment will be determined by documented proof of an increase or decrease in actual costs. Documentation for an increase in costs shall include a breakdown showing the basis of the unit bid price.

Failure to give notification in writing of a change in character of work and subsequent performance of said work will be considered as a waiver thereof and payment will be made at the contract unit price for the actual quantity of the work performed. If the alterations or changes in quantities do not significantly change the character of the work to be performed under the contract, the altered work will be paid for as provided elsewhere in the contract.

The term "significant change" shall be construed to apply only to the following circumstances:

1. When the character of the work as altered differs materially in kind or nature from that involved or included in the original proposed construction, or
2. When an item of work is increased in excess of 125% of the original contract quantity and the item of work, after the increase, exceeds a value of $50,000 or 5% of the original contract cost, whichever is the lesser amount, either party to the contract may seek a unit price adjustment. Any allowance due to the increase in quantity shall apply only to that portion in excess of 125% of the original contract item quantity.
3. If a major item of work, decreases below 75% of the original contract quantity, either party to the contract may seek a unit price adjustment. However, the total payment shall not exceed that which would be made for 75% of the original proposal quantity at the contract unit price. Price adjustments for decreases of other than Major Contract Items will not be allowed.

(c) Differing Site Conditions. During the progress of the work, if subsurface or latent physical conditions are encountered at the site differing materially from those indicated in the contract or if unknown physical conditions of an unusual nature, differing materially from those ordinarily encountered and generally recognized as inherent in the work provided for in the contract, are encountered at the site, the party discovering such conditions shall immediately notify the other party in writing of the specific differing conditions before the conditions are disturbed and before the affected work is performed.

Upon written notification, conditions will be investigated, and if determined that the conditions materially differ and cause an increase or decrease in the cost or time required for the performance of any work under the contract, an adjustment, excluding loss of anticipated profits, will be made and the contract modified in writing accordingly. Notification of the determination of whether or not an adjustment of the contract is warranted will be given.

No contract adjustment which results in a benefit to the Contractor will be allowed unless the required written notice is provided.

104.03 Extra Work. Perform unforeseen work, for which there is no price included in the contract, whenever it is deemed necessary or desirable in order to complete fully the work as contemplated. Perform such work according to the specifications and as directed, and payment will be made for as agreed unit prices, force account, or a combination of the two. Show agreed unit prices together with the estimated quantities of each unit. Orders involving extra and force account work shall be as detailed in Subsection 109.03.

104.04 Maintenance of Traffic. While undergoing improvements, keep the road open to all traffic unless otherwise provided for in the contract documents. If the usable roadway is not sufficient to safely accommodate two-way traffic, adequately maintain one-way traffic. Wherever one-way traffic is in effect, do not exceed 1,800 m (6,000 ft) distance or as otherwise approved in writing. Where controlled traffic is necessary for protection of the work or for the safety of public travel, provide it according to the provisions of Section 624. Provide and maintain in a safe condition, temporary approaches or crossings and intersections with trails, roads, streets, businesses, parking lots, residences, garages and farms. Snow removal, however, will not be required. Bear all expense of maintaining the roadway over the section of road undergoing improvement and of constructing and maintaining such approaches, crossings, intersections, and other features as may be necessary, without direct compensation, except as provided in Subsection 107.15, or in (a) or (b) below:

(a) Detours. Construct, maintain, and remove detours as indicated in the contract documents or as directed. Such work will be measured and paid for as specified in Section 624.

(b) Maintenance of Traffic During Suspension of Work. Maintain the roadway during suspension of the work when such suspensions are due to the Contractor's negligence. See Subsection 108.06. During any other suspension, make passable and open to traffic such portions of the project and temporary roadways or portions thereof as may be agreed upon between the Contractor and the Engineer for the temporary accommodation of traffic during the anticipated period of suspension. Thereafter, and until an issuance of an order for the resumption of construction operations, the maintenance of the temporary route or line of travel agreed upon will be by and at the expense of the Department. Such maintenance and responsibility will include and be restricted to the traveled roadway for the convenience of public travel; opening plugged pipes and roadway ditches and drains; or correcting any other hazard which may be detrimental to adjacent property owners or the traveling public. When work is resumed, replace, renew, and repair any work or materials lost or damaged because of such temporary use of the project regardless of the cause of such damage or loss, except as provided in Subsection 107.15. The Department is in no way responsible to maintain the roadway and appurtenances in any certain condition or state of repair. Complete the project in every respect as though its prosecution had been continuous and without interference.

Where construction of a project is staged in the plans, or otherwise outlined by the contract documents, and if a change in the staging or sequence of operations is desirable, submit such proposed change in writing. Consideration will be given to each such proposal and may be rejected, modified or accepted as deemed best. Do not proceed with any such change in the staging until permission is granted in writing.

To request a detour, submit a written request for the establishment of a detour around all or certain designated sections of work. If arrangements for such a detour can be made which are satisfactory to the State, to the Contractor and to the governmental agency having jurisdiction over the road to be used, the road will be designated as a detour, subject to the following conditions:

(a) Provide and maintain the necessary route marking signs.

(b) Construct and maintain the detour in good condition. Failure to maintain the detour in such a satisfactory condition, will cause the State to make such repairs as is deemed suitable and deduct the cost thereof from money due or to become due.

(c) Handle traffic subject to the conditions of Section 624.

(d) When abandoning the detour, obliterate and dispose of such detour and satisfactorily restore as nearly as possible the condition of the ground to its original form.

(e) Perform all of the above work at own expense.

104.05 Rights in and Use of Materials Found on the Work. Stone, gravel, sand, or other suitable material, as may be found in the excavation, may be used on the project. Payment will be made for both the excavation of such materials at the corresponding contract unit price and also at the contract unit price for the pay item for which the excavated material is used. Replace at own expense with other acceptable material all of that portion of the excavation material so removed and used. Do not excavate or remove any material from within the highway location which is not within the grading limits, as indicated by the slope and grade lines, without written authorization.

The material from any existing old structure may be used temporarily in the erection of the new structure. Do not cut or otherwise damage such material except with approval.

104.06 Final Clean Up. Before final acceptance, remove or obliterate, all objects or disturbances of the ground, which mar the landscape and were caused by the construction operations, whether or not part of the improvement. This will be required on all areas used or occupied by the Contractor in connection with the work.

Collect rubbish, excess material, temporary structures and discarded equipment and dispose of as directed. Do not burn as a method of disposal. Fill pits or trenches for equipment sites and restore the ground, to its original conditions. Scarify and blade temporary haul roads within the right of way limits to blend with surroundings. Dress and shape pits from which materials have been obtained to conform with the surrounding ground and minimize erosion. Remove waste from the tops of banks and place in the bottom of pit. Unless otherwise specified or directed, cut banks of pits to not steeper than 1:3 (3:1) slopes to blend with the natural contours. Grade the bottoms of pits reasonably smooth. Remove or correct all other disturbances as directed. See Subsections 106.02 and 108.09, and Section 201.

SECTION 105

CONTROL OF WORK

105.01 Authority of the Engineer. The Engineer will decide all questions which may arise as to the quality and acceptability of materials furnished and work performed and as to the rate of progress of the work; all questions which may arise as to the interpretation of the plans and specifications; all questions as to the acceptable fulfillment of the contract on the part of the Contractor.

The Engineer will have the authority to suspend the work wholly or in part due to: the failure to correct conditions unsafe for the workmen or the general public; the failure to carry out the provisions of the contract; for failure to carry out orders; unsuitable weather; unsuitable conditions for the prosecution of the work; or any other condition or reason deemed to be in the public interest.

The Engineer has executive authority to enforce orders and his decision will be final. In the event of failing to execute work ordered within a reasonable period of time, the Engineer may, after giving notice in writing, proceed to have such work performed as deemed necessary and the cost thereof will be deducted from compensation due or which may become due.

Decisions of the Engineer shall be subject to appeal to the Contract Claims Review Board, whose decisions shall be final and conclusive. Make such appeal in writing and within 10 days of the Engineer's decision, but in the meantime diligently proceed with the work.

105.02 Plans and Working Drawings. Plans will show location and general details of structures, lines, grades, typical cross sections of the roadway, and a summary of items appearing on the proposal. Keep one set of plans available on the work at all times.

Supplement plans with working drawings (shop drawings) as necessary to adequately control the work. Furnish working drawings for structures including, but not limited to; demolition and removal plans, shoring and cofferdam plans, falsework plans, shop fabrication details, erection procedures, prestressing details and other required information specified herein. Unless otherwise specified, submit 6 sets of working drawings for review and approval a minimum of 30 days before start of related work. Submit the working drawings a minimum of 90 days before start of related work which is within Railroad right of way. Additional contract time will not be given for working drawings requiring changes and re-submittal. Approval of working drawings shall not operate to relieve the responsibility under the contract for the successful completion of the work. It is mutually agreed that the Contractor shall be responsible for agreement of dimensions and details as well as for conformity of his working drawings with the approved plans and specifications.

For metric unit contracts, furnish working drawings in metric units or both metric and English units. For English unit contracts, furnish working drawings in English units or both English and metric units. For working drawings which require Railroad approval, furnish the working drawings in English units only.

The contract price will include the cost of furnishing all working drawings.

105.03 Conformity With Plans and Specifications. Perform work and furnish materials in reasonably close conformity with the lines, grades, cross sections, dimensions and materials requirements, including tolerances, shown on the plans or indicated in the specifications.

If the materials or the finished product in which the materials are used are found not within reasonably close conformity with the plans and specifications but that reasonably acceptable work has been produced, then a determination will be made if the work will be accepted and may remain in place. In this event, the basis of acceptance will be documented by contract modification which will provide for an appropriate adjustment in the contract price for such work or materials as deemed necessary to conform to the determination based on engineering judgment.

If the materials or the finished product in which the materials are used or the work performed are found not in reasonably close conformity with the plans and specifications and have resulted in an inferior or unsatisfactory product, remove and replace or otherwise correct the work or materials.

105.04 Coordination of Plans, Specifications, Supplemental Specifications and Special Provisions. The specifications, supplemental specifications, plans, special provisions and all supplementary documents are essential parts of the contract, and a requirement occurring in one is as binding as though occurring in all. They are intended to be complementary and to describe and provide for a complete work. In case of discrepancy, calculated dimensions will govern over scale dimensions; plans will govern over specifications; supplemental specifications will govern over specifications; special provisions will govern over both specifications and plans.

Take no advantage of any apparent error or omission in the plans or specifications. In the event of the discovery of such an error or omission, immediately give notification. Such corrections and interpretations will then be made as may be deemed necessary for fulfilling the intent of the plans and specifications.

105.05 Cooperation by Contractor. A minimum of 4 sets of approved plans and contract assemblies including special provisions will be supplied. Additional copies of plans and special provisions may be obtained upon written request to the Department, for which payment may be required.

Give the work constant attention necessary to facilitate the progress thereof, and cooperate with the Engineer, his inspectors and other contractors in every way possible.

Have on the work at all times, as your agent, a competent superintendent capable of reading and thoroughly understanding the plans and specifications and thoroughly experienced in the type of work being performed, who shall receive instructions from the Engineer. Designate such superintendent in writing before starting work. The superintendent shall have full authority to execute orders or directions of the Engineer without delay, and to promptly supply such materials, equipment, tools, labor and incidentals as may be required. Furnish such superintendence irrespective of the amount of work sublet.

Whenever the Contractor or his authorized representative is not present on any particular part of the work where it may be desired to give direction, orders will be given by the Engineer to the Contractor's superintendent, foreman, or other person in charge of the operation, who is present, and these orders shall have the same force and effect as if given to the Contractor or his designated representative.

Any order given by the Engineer, not otherwise required by the specifications to be in writing, will on request be given or confirmed in writing.

105.06 Cooperation with Utilities. The Department will notify all utility companies, all pipeline owners, or other parties affected, and endeavor to have all necessary adjustments of the public or private utility fixtures, pipelines, and other appurtenances within the limits of construction, made as soon as practicable.

Water lines, gas lines, wire lines, service connections, water and gas meter boxes, water and gas valve boxes, light standards, cable ways, signals and all other utility appurtenances within the limits of the proposed construction which are to be relocated or adjusted are to be moved by the owners at their expense, except as otherwise provided for in the Special Provisions or as noted on the plans.

Possible underground facilities may exist that are not known to the State or in a location different from that which are shown on the plans or in the Special Provisions. Take steps to ascertain the exact location of all underground facilities before doing work that may damage such facilities or interfere with their service. Locating of underground facilities is the sole responsibility of the Contractor. No reliance may be placed upon the location of underground facilities as noted on the plans.

Where it is determined by the Engineer that the rearrangement of an underground facility, the existence of which is not shown on the plans or in the Special Provisions, is essential in order to accommodate the highway improvement, the rearrangement of such facility will be provided for by other forces or by the Contractor as extra work as provided in Subsection 104.03.

Any delays to the Contractor's operations as a direct result of utility or other nonhighway facilities not being rearranged as herein provided (other than delays in connection with rearrangements made to facilitate construction operations) will be considered right of way delays within the meaning of Subsection 108.12.

Compensation for such delay will be determined according to Subsection 108.12, and no further compensation will be allowed therefore. See Subsection 107.17.

105.07 Cooperation Between Contractors. The Department reserves the right at any time to contract for and perform other or additional work on or near the work covered by the contract.

When separate contracts are let within the limits of any one project, each Contractor shall conduct his work so as not to interfere with or hinder the progress or completion of the work being performed by other Contractors. Contractors working on the same project shall cooperate with each other as directed. Join work with that of the others in an acceptable manner and perform it in proper sequence to that of the others.

Each Contractor involved shall assume all liability, financial or otherwise, in connection with his contract and shall protect, indemnify, defend and hold harmless the Department from any and all damages or claims that may arise because of inconvenience, delay or loss experienced by him because of the presence and operations of other Contractors working within the limits of the same project.

105.08 Construction Stakes, Lines and Grades. Construction stakes establishing lines, slopes, and continuous profile-grade in road work, and centerline and bench marks for bridge work, culvert work, protective and accessory structures and appurtenances will be set as deemed necessary, and all necessary information relating to lines, slopes, and grades will be furnished. These stakes and marks shall constitute the field control by and in under which the Contractor shall establish other necessary controls and perform the work.

Preserve construction stakes and marks. If any of the construction stakes or marks have been carelessly or willfully destroyed or disturbed by the Contractor, the cost of replacing them will be charged against him and will be deducted from the payment for the work.

The Department will be responsible for the accuracy of line, slopes, grades, and other engineering work which is set forth under this Section.

After initial slope staking of horizontal and vertical controls, give 72 hours written notice for any additional required controls. Saturdays, Sundays, and holidays will not be counted as part of the 72 hours.

105.09 Authority and Duties of the Resident Engineer. As the direct representative of the Director of the Department of Transportation, the resident engineer has immediate charge of the engineering details of each construction project. He is responsible for the administration and satisfactory completion of the project. The resident engineer shall have the authority to reject defective materials and to suspend any work that is being improperly performed.

105.10 Duties of the Inspector. Inspectors employed by the Department will be authorized to inspect all work done and all materials furnished. Such inspection may extend to all or any part of the work and to the preparation, fabrication or manufacture of the materials to be used. The inspector will not be authorized to alter or waive the provisions of the contract. The inspector will not be authorized to issue instructions contrary to the plans and specifications, or to act as foreman for the Contractor; however, he shall have the authority to reject work or materials until any questions at issue can be referred to and decided by the Engineer.

105.11 Inspection. All materials and each part or detail of the work shall be subject to inspection by the Engineer. Provide the Engineer acceptable access to all parts of the work and furnish him with such information and assistance as required to make a complete and detailed inspection.

If requested, at any time before final acceptance of the work, remove or uncover such portions of the finished work as may be directed. After examination, restore said portions of the work to the standard required by the specifications. Should the work thus exposed or examined prove acceptable, the uncovering, or removing and the replacing of the covering, or making good of the parts removed will be paid for as extra work according to Subsection 104.03; but should the work so exposed or examined prove unacceptable, the uncovering, or removing and replacing of the covering, or making good of the parts removed will not be paid for.

Any work done or materials used without inspection by the Engineer may be ordered removed and replaced at own expense, unless the Engineer failed to inspect after having been given reasonable notice in writing that the work was to be performed.

When facilities of any unit of government, political subdivision, railroad corporation, or public utility corporation are adjusted or constructed as a part of the work covered by this contract, its respective representatives shall have the right to inspect the work. Such inspection shall in no sense make any unit of government, political subdivision, railroad corporation, or public utility corporation a party to this contract, and shall in no way interfere with the rights of either party thereunder.

105.12 Removal of Unacceptable and Unauthorized Work. Work which does not conform to the requirements of the contract will be considered as unacceptable work, unless otherwise determined acceptable under the provisions in Subsection 105.03.

Immediately remove and replace unacceptable work, whether the result of poor workmanship, use of defective materials, damage through carelessness, or any other cause, found to exist before the final acceptance of the work in an acceptable manner.

Work done contrary to the instructions of the Engineer, work done beyond the lines shown on the plans, or as given, except as herein specified, or any extra work done without authority, will be considered as unauthorized and will not be paid for under the provisions of the contract. Work so done may be ordered removed or replaced at own expense.

Upon failure to comply forthwith with any order of the Engineer, made under the provisions of this Subsection, the Engineer will have authority to cause unacceptable work to be remedied or removed and replaced and unauthorized work to be removed and to withhold the costs from any money due or to become due.

105.13 Load and Speed Restrictions. Do not damage the work when hauling.

When hauling material for incorporation in portions of highways under construction or reconstruction, hereinafter called the project, do not haul loads which are in excess of the limits set by the Department on any new or existing bridge or new and existing bituminous base and surface, cement treated base, or Portland cement concrete paving which is to remain in place for vehicular traffic within the project or between the project and the material deposits or other sources of materials. Comply with load limits established by the Department for the project regardless of the source of materials, whether from designated or nondesignated deposits or approved commercial sources. Unless otherwise permitted in writing, do not exceed the maximum loads limits set forth in NRS Chapter 484.

The Engineer may, for the protection of the traveling public, establish speed limits on or adjacent to the project. Strictly observe such limitations of speed.

Reduce truck loads in excess of 450 kg (1,000 lb) of the maximum gross mass to the legal mass immediately after weighing and before hauling to the placement site. For failure to reduce the load and subsequent hauling of it to the placement site, a 50% reduction in the contract unit price bid for that load will be made, not as a penalty, but as liquidated damages.

Gross construction vehicle weight in excess of legally permitted highway loads will not be allowed on any portion of the cement treated base, roadbed modified base, Portland cement concrete pavement, cold milled bituminous surface or any new or existing base or surface which may become damaged.

105.14 Maintenance During Construction. Maintain the contract work during construction and until the project is accepted, except as provided for in Subsections 104.04 and 107.15. This maintenance shall constitute continuous and effective work prosecuted day by day, with adequate equipment and forces so that the roadway and structures are at all times kept in a satisfactory condition. Take maintenance responsibility for any work performed or to be performed under the contract. Correct or repair all damage attributable to Contractor's operations.

In the case of a contract for the placing of a course upon a course or subgrade previously constructed, maintain the previous course or subgrade during all construction operations.

Except as provided for in Subsections 104.04 and 107.15, include all costs of maintenance work during construction and before the project is accepted in the unit prices bid on the various pay items and an additional payment will not be made for such work.

105.15 Failure to Maintain Roadway or Structure. Immediate notification will be given in writing for failure to comply with the provisions of Subsection 105.14. If failing to remedy unsatisfactory maintenance within 24 hours after receipt of such notice, the Engineer may immediately proceed to maintain the project, and the entire cost of this maintenance will be deducted from money due or to become due.

105.16 Final Inspection and Acceptance. Upon due notice or presumptive completion of the entire project, inspection will be made and if all construction and final cleanup provided for and contemplated by the contract is found satisfactorily completed, that inspection shall constitute the final inspection. See Subsection 104.06.

If, however, the inspection discloses any work, in whole or in part, as being unsatisfactory, necessary instructions will be given for correction of same, and immediately comply with and execute such instructions.

Upon correction of the work another inspection will be made which shall constitute the final inspection provided the work has been satisfactorily completed. In such event notification will be given in writing and the Department will assume maintenance responsibilities for the project as of the date of final inspection.

After final inspection has been established as provided above, the publication of a notice of the date of final acceptance of the contract will be made.

105.17 Claims for Adjustment and Disputes. If, believing that additional compensation is due for work or material not clearly covered in the contract or not ordered as extra work as defined herein, give notification in writing of intention to make claim for such additional compensation before beginning the work on which basing the claim. If such written notification is not given, and the Engineer is not afforded proper facilities by the Contractor for keeping strict account of actual cost as required, then the Contractor shall be deemed to waive any claim for such additional compensation. Such notice and the accounting of the cost as aforesaid, shall not be construed as proving or substantiating the validity of the claim. If the claim is found to be just, it will be paid as extra work as provided herein for "force account" work. Nothing in this Subsection shall be construed as establishing any claim contrary to the terms of Subsection 104.02.

Subcontractor claims will not be considered except as submitted and certified by the Contractor as the Contractor's Claim.

For all claims originating with a Subcontractor, thoroughly evaluate the claim and either admit or deny its validity in a statement sworn to under oath. If denying the claim, do not present the claim to the Department. If the Subcontractor sues the Contractor for payment, the Contractor shall not sue the Department for indemnity, contribution, or under any other theory for participation in the payment of the Subcontractor claim. The Contractor specifically acknowledges that Subcontractor claims are his responsibility, and that he is contractually obligated not to involve the Department in such claims as he himself believes are not valid.

For all claims, certify in writing that the claim is made in good faith, that the supporting data are accurate and complete to the best of knowledge and belief, and that the amount requested accurately reflects the contract adjustment for which the Department is believed liable.

105.18 Value Engineering Proposals. Value Engineering Proposals (VEP) may be submitted in writing for modifying the plans, specifications or other requirements of the contract for the purpose of reducing the total cost of construction without reducing design capacity or quality of the finished product. If accepted, net savings resulting from a VEP will be shared by the Department and the Contractor on a 50-50 basis.

The requirements herein apply to all VEPs initiated and developed by the Contractor and which are identified as such at the time of submission. Nothing herein shall be construed as requiring consideration or approval of a VEP submitted hereunder.

Each VEP shall result in a net savings over the contract costs without impairing essential functions and characteristics of the item(s) or of any other part of the project, including but not limited to environmental considerations, service life, reliability, economy of operation, ease of maintenance, desired aesthetics and safety.

Submit the following information with each VEP:

(a) A statement that the proposal is submitted as a VEP;

(b) A statement concerning the basis for the VEP and benefits to the Department together with an itemization of the contract requirements affected by the VEP;

(c) A detailed estimate of the cost under the existing contract and under the VEP;

(d) Proposed specifications and recommendations as to how such VEP changes are to be accomplished; and

(e) A statement as to the time by which a contract change order adopting the VEP must be issued so as to obtain the maximum cost effectiveness.

The VEP will be processed in the same manner as prescribed for any other proposal which would necessitate issuance of a contract change order. The Department may accept in whole or in part any VEP by issuing a contract change order which will identify the VEP on which it is based. The Department will not be liable for failure to accept or act upon any VEP submitted pursuant to these requirements nor for any delays to the work attributable to any such proposal. Until a proposal is effected by contract change order, remain obligated to perform under the terms and conditions of the existing contract. If an executed contract change order has not been issued by the date upon which the proposal specifies that a decision thereon should be made, or such other

date as the Contractor may have subsequently specified in writing, such proposal shall be deemed rejected.

The contract change order effecting the necessary contract modification will establish the net savings agreed upon, will provide for adjustment in the contract prices and will indicate the new savings to be equally divided between the Contractor and the Department. Absorb all costs incurred in preparing a VEP for submission. All reasonably incurred costs of reviewing and administering the VEP will be borne by the Department. The Department reserves the right to include in the agreement any conditions it deems appropriate for consideration, approval, and implementation of the proposal. The Contractor's 50% share of the net savings shall constitute full compensation to him for effecting all changes pursuant to the agreement.

Acceptance of the VEP and performance of the work thereunder will not change the contract time limit as a result of the VEP, unless specifically provided for in the contract change order authorizing the VEP.

The Department expressly reserves the right to adopt a VEP for general use in contracts administered by the Department when it determines that said proposal is suitable for application to other contracts. VEPs identical or similar to previously submitted proposals will be eligible for consideration and compensation under these provisions if such proposals were not previously adopted for general application to other contracts administered by the Department. When a VEP is adopted for general use, compensation pursuant to these requirements will be applied only to those contracts awarded and for which the subject VEP has been submitted before the date of adoption of the specific VEP.

Proposed changes in the basic design of a bridge or pavement type, traffic control plan, or changes which require different right of way limits, will not normally be considered as an acceptable VEP.

The elimination or changes to the required marination of plantmix bituminous aggregates will not be considered as an acceptable VEP.

The Engineer shall be the sole judge of the acceptability of a VEP.

Subject to the provisions contained herein, the Department or any other public agency shall have the right to use all or part of any accepted VEP without obligation or compensation of any kind to the Contractor.

In the event a VEP is accepted by the Department, the provisions of Subsection 104.02 which pertain to adjustment of contract unit prices due to alterations of contract quantities will not apply to items adjusted or deleted as a result of effecting the VEP by contract change order.

SECTION 106

CONTROL OF MATERIAL

106.01 Source of Supply and Quality Requirements. Furnish all materials required to complete the work, except materials that are designated in the Special Provisions to be furnished by the Department as specified in Subsection 106.11.

Only incorporate materials conforming to the requirements of the specifications in the work.

Furnish and use new materials unless otherwise specified. Manufacture, handle and use materials in a workmanlike manner to ensure completed work according to the plans and specifications.

Give notification of proposed source(s) of material a minimum of 30 days in advance of their use to enable the Engineer to properly inspect, sample and test said sources of material.

If it is found after trial that sources of supply for previously approved materials do not produce uniform and satisfactory products, or if the product from any source proves unacceptable at any time, furnish satisfactory materials from other sources.

Furnish without charge such samples as may be required. Inspection and tests will be made, but it is understood that such inspections and tests, if made at any point other than the point of incorporation in the work, in no way shall be considered as a guarantee of acceptance of such material nor of continued acceptance of material presumed to be similar to that upon which inspections and tests have been made.

Reports and records of inspections made and tests performed may be examined.

Deliver manufacturer's warranties, guarantees, instruction sheets and parts lists, which are furnished with certain articles or materials incorporated in the work, before acceptance of the contract.

A Qualified Products List (QPL) may be obtained from NDOT Administrative Services, 1263 S. Stewart Street, Carson City, Nevada 89712, phone (775) 888-7070. The QPL is a list of manufactured products available on the market that have been evaluated and determined suitable for a specified use. The Spec Number in the QPL corresponds to the Subsection in the Standard Specifications or the Special Provisions where the item is specified. The Contractor's procurement and use of products is limited to those listed in the QPL or to those products meeting current specifications. Submit sufficient product information with any request for approval to use a product other than those listed.

Products listed in the QPL shall be restricted to use in the category in which they are listed and shall be installed as recommended by the manufacturer. Replace any qualified products not conforming to specifications, or which are improperly handled or installed.

106.02 Local Materials. Local material is rock, soil, or other mineral material, including borrow, selected borrow, or other selected material, obtained or produced from sources in the vicinity of the work specifically for use on the project. Local material does not include materials obtained from established commercial sources.

Furnish local materials from any source, except when a mandatory source is designated in the Special Provisions.

Aggregates for base, surface and concrete may be the products of approved commercial producers, provided they meet specification requirements. Any source not "dedicated exclusively" for Department of Transportation contracts shall be considered a commercial source.

The furnishing of local materials from any source (except established commercial sources) is subject to the provisions of Subsections 102.05 and 106.03.

Do not excavate material deposits where the resulting scars will present an unsightly appearance from any highway, unless such deposit is approved in writing.

Do not encroach pit operations within 7.6 m (25 ft) of highway right of way.

The following requirements shall apply to all material sites used on the project regardless of whether such material sites are located on private lands or public lands, with the exception of stone quarries, previously excavated areas, and established commercial sources, as follows:

(a) Before removing any material for construction purposes, strip and stockpile the top 150 mm (6 in.) of material in such a manner that it may later be used to cover the excavated area as directed in subparagraph (c) below.

(b) Before completion of the project, reclaim the area disturbed by use on this project by scarifying/ripping/tilling the entire disturbed area, then recontouring the slopes to a maximum 1:3 (3:1) gradient. Grade the bottom or floor of the excavated area to present a neat and uniform appearance, with no areas subject to ponding water. Perpetuate natural drainage and cover all disturbed areas with the stockpiled topsoil.

(c) Place aggregate waste (except for brush removed from the deposit area) resulting from operations in the deposit area on the floor of the deposit area and shape to blend therewith. Do not place material containing bituminous products in the deposit area. After all waste material has been placed on the floor of the pit and the sides and bottom of the excavated area have been shaped as specified, uniformly distribute the material excavated and stockpiled as required in subparagraph (a) over the entire excavated area in such a manner that the area will present a satisfactory neat and uniform appearance. Mulch and mix brush removed from the deposit area with the top 150 mm (6 in.) of material as it is spread over the deposit area or otherwise dispose of said brush in a satisfactory manner. Do not burn brush. Reseed the newly replaced topsoil with a native plant seed mix, which is noxious weed free and approved by the Bureau of Land Management (BLM) and the Nevada Division of Forestry (NDF). Before seeding, receive written approval from BLM and NDF for the method and rate of application for the seed mixture.

(d) Apply the requirements outlined above, pertaining to removing, stockpiling, and relaying the top 150 mm (6 in.) of material to areas first excavated on the project and not to areas previously excavated where all topsoil has been removed.

(e) Accomplish the work required herein before completion of the project and at no cost to the Department.

Make, at own expense, any and all arrangements necessary for hauling over local, public or private roads or property from any source.

Do not use or disturb existing aggregate stockpiles within U.S. Government or Department-furnished sources unless granted permission in writing.

Apply for an Industrial Stormwater Permit from the Nevada Division of Environmental Protection (NDEP) if a Department-furnished source will be used for crushing aggregates, or for an asphalt or concrete batch plant.

File a Notice of Intent (NOI) with the address below along with the appropriate filing fee. A Stormwater Pollution Prevention Plan (SPPP) must be approved by NDEP before the plant is set up in the Department-furnished source.

Stormwater Coordinator
Nevada Division of Environmental Protection
Bureau of Water Pollution Control
333 W. Nye Lane
Carson City, Nevada 89706
Phone (775) 687-4670, Ext. 3149

Notify the Department's Environmental Services Division, phone (775) 888-7013, if Department-furnished material sites are to be utilized. Give such notification of the specific material sites to be used before any use.

Be solely responsible in determining the type and quantity of equipment in addition to estimating the necessary work required for producing a material meeting all specification requirements obtained from any material source.

Variation in both quantity and quality of material obtained from a material deposit is a normal occurrence and shall be expected. Be solely responsible in determining the use of any material site for production of project materials.

The Department will not pre-qualify nor quantify existing material within any deposit. If electing to use any material source, be solely responsible in determining if an adequate quantity of useable materials meeting specification requirements exists within the material deposit. During the bidding process, address any and all concerns associated with any material source's quality and/or quantity necessary to meet project needs.

Any data the Department may have on file regarding material sites is solely for informational purposes and is not a warranty of the quality or quantity of existing materials within any deposit. Be solely responsible for interpreting or evaluating any testing reports. Through supplying this data, the Department is not representing that a bidder should necessarily expect to produce any materials corresponding with those previously produced by others or expect to produce any specification products from the material source. Any data currently on file may be reviewed at the Department's Materials Division, 1263 S. Stewart Street, Carson City, Nevada 89712, phone (775) 888-7520. The data on file with the Department is not a part of the contract documents. The data may be incomplete and/or out of date. Be advised to check dates upon which any data was compiled and take into account the possibility that certain materials found in prior testing may have subsequently been removed from the site. Be advised that only limited testing or evaluation of materials in any deposit may have been performed. Actual inspection and testing is necessary to determine quantities available and evaluate means and methods required to achieve project requirements. The foregoing is applicable to data on file for all sources, including sources designated as mandatory.

Understand, that during the life of this contract, other contractors working on other State projects, may be allowed the use of the material deposits. In the event other contractors use a deposit concurrently, coordinate operations with the other contractors in such a manner that all requirements, restrictions, and stipulations specified in the Standard Specifications and the Special Provisions are met.

106.03 Possible Local Material Sources. Contact the local Bureau of Land Management (BLM) Office at least one month before using any material source under the jurisdiction of the BLM. The contact is to allow BLM the option to salvage plants on undisturbed lands expected to be utilized. Coordinate use of the material source with any BLM plant salvage operations. To the maximum practicable extent, avoid existing pinion trees, juniper trees, joshua trees, and cactus on such material sites.

If desiring to use materials from sources other than those described in Subsection 106.02 of the Special Provisions, acquire at own expense, the necessary right to take material and obtain all other necessary permits and approvals and comply with all the requirements and stipulations in effect by other governing agencies having jurisdiction over the area, and pay all costs involved, including any which may result from an increase in length of haul. Bear all costs of exploring and developing such alternate sources. Do not use material from such sources until representative samples taken by the Engineer have been approved and written authority issued for the use thereof.

Should such alternate source be located on U.S. Government owned land, make application to the Bureau of Land Management or other responsible agency for the right to remove materials therefrom and submit the required request for exploration permit, mining plan and/or other documents required by the agency involved.

If electing to use an alternate source as provided in these specifications, and such alternate source is located on privately owned lands, satisfy the requirements of subparagraphs (a) through (e) listed below. The Department will not provide source acceptance testing until the requirements of subparagraphs (a), (b) and (c) have been met. Upon satisfactory completion of these items, written approval will be given and shall constitute approval of the site as an alternate source, provided all other applicable requirements of these specifications are complied with.

(a) The Department, at its sole expense, will conduct visual analysis and erosion control studies of the proposed site.

(b) Once the Department has approved the proposed site regarding visual analysis and erosion control, the Contractor shall procure all necessary permits and clearances for the proposed site. These clearances shall include environmental and cultural resource clearances pursuant to the National Environmental Policy Act (NEPA) and the National and Historic Preservation Act (36 CFR 800). Insure that the clearances cover the entire site including any haul roads and/or other affected areas such as pipelines, storage areas, etc. Upon completion of the clearance reports, provide three copies of each report to the Engineer. The reports will be forwarded to the Department's Environmental Services Division (ESD) for review and submission to external regulatory agencies as appropriate. Once the clearances have been obtained, the ESD will notify the Engineer that the Contractor may proceed with the use of the proposed site. Do not begin operations until given notification in writing.

(c) Provide 3 certified copies of the written agreement entered into between Contractor and Landowner. Terms of agreement shall include landowners consent to the performance of the work and operation required in Subsection 106.02, subparagraphs (a) through (e) inclusive. Terms of agreement shall hold harmless the Department for all material source operations.

(d) Seed and fertilize the deposit area and haul roads upon completion of materials extraction.

(e) Provide written evidence at completion of project, that the landowner has accepted the post construction condition of the site and that all terms of the agreement have been met.

If electing to use an alternate source as provided in these specifications, and such source is located on land under the jurisdiction of the Bureau of Land Management see new Part 23 of Title 43 Code of Federal Regulations titled "Surface Exploration, Mining and Reclamation of Lands." This regulation pertains to all exploration, developing and obtaining material from said alternate deposits located upon land under the jurisdiction of the Bureau of Land Management. A pertinent portion of this Part 23 is included below. In addition, satisfy the requirements of subparagraphs (a) and (b) above.

§23.8 Approval of mining plan.

(a) 1. Before surface mining operations may commence under any permit or lease issued under the mineral leasing acts the operator must file a mining plan with the mining supervisor and obtain his approval of the plan. Paragraphs (b) through (g) of this Section confer authority upon mining supervisors with respect to mining plans pertaining to permits or leases issued under the mineral leasing acts. The mining supervisor shall consult with the district manager with respect to the surface protection and reclamation aspects before approving said plan.

2. Before surface mining operations may commence under any permit issued or contract made under the Materials Act, the operator must file a mining plan with the district manager and obtain his approval of the plan. Paragraphs (b) through (g) of this Section confer authority upon district managers with respect to mining plans pertaining to permits issued or contracts made under the Materials Act.

(b) Depending on the size and nature of the operation and the requirements established pursuant to § 23.5, the mining supervisor or the district manager may require that the mining plan submitted by the operator include any or all of the following:

1. A description of the location and area to be affected by the operations;

2. Two copies of a suitable map, or aerial photograph showing the topography, the area covered by the permit, lease, or contract, the name and location of major topographic and cultural features, and the drainage plan away from the area to be affected;

3. A statement of proposed methods of operating, including a description of proposed roads or vehicular trails; the size and location of structures and facilities to be built;

4. An estimate of the quantity of water to be used and pollutants that are expected to enter any receiving waters;

5. A design for the necessary impoundment, treatment or control of all runoff water and drainage from workings so as to reduce soil erosion and sedimentation and to prevent the pollution of receiving waters;

6. A description of measures to be taken to prevent or control fire, soil erosion, pollution of surface and ground water, damage to fish and wildlife, and hazards to public health and safety; and

7. A statement of the proposed manner and time of performance of work to reclaim areas disturbed by the holder's operation.

(c) In those instances in which the permit, lease, or contract requires the revegetation of an area of land to be affected the mining plan shall show:

1. Proposed methods of preparation and fertilizing the soil before replanting;

2. Types and mixtures of shrubs, trees, or tree seedlings, grasses or legumes to be planted; and

3. Types and methods of planting, including the amount of grasses or legumes per acre, or the number and spacing of trees, or tree seedlings, or combinations of grasses and trees.

(d) In those instances in which the permit, lease, or contract requires regrading and backfilling, the mining plan shall show the proposed methods and the timing of grading and backfilling of areas to be affected by the operation.

(e) The mining supervisor or the district manager shall review the mining plan submitted to him by the operator and shall promptly indicate to the operator any changes, additions, or amendments necessary to meet the requirements formulated pursuant to § 23.5, the provisions of the regulations in this part and the terms of the permit, lease, or contract. The operator shall comply with the provisions of an approved mining plan.

(f) A mining plan may be changed by mutual consent of the mining supervisor or the district manager and the operator at any time to adjust to changed conditions or to correct any oversight. To obtain approval of a change or supplemental plan the operator shall submit a written statement of the proposed changes or supplement and the justification for the changes proposed. The mining supervisor or the district manager shall promptly notify the operator that he consents to the proposed changes or supplement or, in the event he does not consent, he shall specify the modifications thereto under which the proposed changes or supplement would be acceptable. After mutual acceptance of a change of a plan the operator shall not depart therefrom without further approval.

(g) If circumstances warrant, or if development of a mining plan for the entire operation is dependent upon unknown factors which cannot or will not be determined except during the progress of the operation, a partial plan may be approved and supplemented from time to time. The operator shall not, however, perform any operation except under an approved plan.

§ 23.9 Performance bond.

(a) 1. Upon approval of an exploration plan or mining plan, the operator shall be required to file a suitable performance bond of not less than $2,000 with satisfactory surety, payable to the Secretary of the Interior, and the bond shall be conditioned upon the faithful compliance with applicable regulations, the terms and conditions of the permit, lease, or contract, and the explorations or mining plan as approved, amended or supplemented. The bond shall be in an amount sufficient to satisfy the reclamation requirements of an approved exploration or mining plan, or an approved partial or supplemental plan. In determining the amount of the bond consideration shall be given to the character and nature of the reclamation requirements and the estimated costs of reclamation in the event that the operator forfeits his performance bond.

2. In lieu of a performance bond an operator may elect to deposit cash or negotiable bonds of the U.S. Government. The cash deposit or the market value of such securities shall be equal at least to the required sum of the bond.

(b) A bond may be a nationwide or statewide bond which the operator has filed with the Department under the provisions of the applicable leasing regulations in Subchapter C of Chapter II of this title, if the terms and conditions thereof are sufficient to comply with the regulations in this part.

(c) The district manager shall set the amount of a bond and take the necessary action for an increase or for a complete or partial release of a bond. He shall take action with respect to bonds for leases or permits only after consultation with the mining supervisor.

(d) Performance bonds will not be required of Federal, State or other governmental agencies. Where the exploration or mining is actually performed for such Federal, State, or governmental agencies by a Contractor who would have to post a bond under the terms of paragraph (a) of this Section if the Contractor were the operator, such agencies shall require the Contractor to furnish a bond payable to the United States which meets the requirements of paragraph (a) of this Section. If, for some other purpose, the Contractor furnishes a performance bond, an amendment to that bond which meets the requirements of paragraph (a) of this Section will be acceptable in lieu of an additional or separate bond.

Actual conditions and/or additional requirements shall be established by the governing Bureau of Land Management office.

Comply with the Bureau of Land Management's requirements of the General Surface Protection Clause as set forth herein for all deposits located on land under the jurisdiction of the Bureau of Land Management.

General Surface Protection Clause

Protection of surface natural resources, and improvements. Take such reasonable steps as may be needed to prevent operations on the servient lands from unnecessarily: (1) causing or contributing to soil erosion or damaging crops, including forage, and timber growth thereon or on Federal or non-Federal lands

in the vicinity; (2) polluting air and water; (3) damaging improvements owned by the United States or other parties; or (4) destroying, damaging or removing vertebrate fossils, historic or prehistoric ruins or artifacts; and before completion of the project or at any other time prior thereto when required and to the extent deemed necessary by the Bureau of Land Management to fill any pits, ditches and other excavations, remove or cover all debris, and so far as reasonably possible, restore the surface of the land and any access roads to their former conditions, including the removal of structures as and if required.

Antiquities and objects of historic value. When American antiquities or other objects of historic or scientific interest, including but not limited to historic or prehistoric ruins, vertebrate fossils or artifacts, are discovered in the performance of the work, the item(s) or condition(s) will be left intact and immediately brought to the attention of the district manager or his authorized representative.

Upon written confirmation from the Bureau of Land Management to utilize alternate source, written approval shall be given and shall constitute approval of the site as an alternate source, provided all other applicable requirements of these specifications are complied with.

Where the Department has made arrangements with owners of land in the vicinity of a project for obtaining material from an owner's property, such arrangements are made solely for the purpose of providing all bidders an equal opportunity to obtain material from such property. Upon written request, the documents evidencing such arrangements between property owners and the Department may be inspected. Any rights that have been obtained, under such arrangements may be exercised subject to and upon the conditions hereinafter set forth.

It is expressly understood and agreed that the Department assumes no responsibility to the bidder or Contractor whatsoever in respect to the Department's arrangements made with the property owner to obtain materials therefrom and the Contractor shall assume all risks in connection with the use of such property.

The inclusion of documents setting forth the arrangements made with some property owners for obtaining material from such owners properties as set forth in Subsection 106.02 of the Special Provisions shall not in any respect operate as a waiver of any of the provisions in this Subsection concerning said documents.

Make such independent investigation and examination as deemed necessary to be satisfied as to the rights, duties, and obligations acquired or undertaken under such an arrangement with the property owner.

Do not obtain material from such property unless first having either:

(a) Executed a document that will guarantee to hold such owner harmless from all claims for injury to persons or damage to property resulting from the Contractor's operations on the property owner's premises and also agree to conform to all other provisions set forth in the arrangement made between the Department and the property owner. Said document will be prepared by the Engineer for execution by the Contractor; or

(b) Entered into an agreement with the owner of the material source on any terms mutually agreeable to the owner and the Contractor, and furnished a release, in a satisfactory form, executed by the owner, relieving the Department of any and all obligations under the Department's arrangement with the owner. Requirements as set forth in this Subsection for alternate sources located on privately owned lands shall apply.

If electing to obtain material under (a), subject the use of such site to the terms, conditions and limitations of the arrangement made between the property owner and the Department and pay such charges as are provided for in the arrangement made by the Department with the property owner.

Before final acceptance of the contract, submit written evidence that the owner of the material source is satisfied that the Contractor has satisfactorily complied with the provisions of the arrangement between the Department and the owner.

If entering upon any of the areas withdrawn or otherwise obtained by the Department from the U.S. Government, determine the rights of others in the area. Do not encroach on easements of others without their written permission and assume the responsibility for any damages due to entering said area. In addition, be bound by the terms, conditions and reservations contained in the approved application for withdrawal.

Materials to be incorporated in the contract may come from (a) Department-furnished sources, or (b) Contractor-furnished sources.

(a) Department-furnished sources. The Department may acquire and make available the use of material pits, quarry sites, rip rap sources, stockpile sites, plant sites and haul roads.

(b) Contractor-furnished sources. If electing to use material from sources other than those listed as available, acquire the necessary rights to take materials from the sources and bear all costs related thereto. Pay all costs for options or guarantees for pits moved from or not used.

Do not use material from such sources until representative samples, taken by the Engineer, prove that the material meets all applicable specifications and design requirements, and the Department certifies in writing that the material meets all of the design criteria used for the approval of the source set up on the plans. The Department will assume the cost of processing samples to determine the suitability of Contractor-furnished material.

Commercial sources shall be construed to mean Contractor-furnished sources and all requirements under this Section shall be applicable thereto.

Where the Department has obtained the right to remove materials from lands owned or controlled by the U.S. Government, by withdrawal or otherwise, and these areas are designated and set forth in the Special Provisions, entry upon and removal of materials for use on this contract only is allowed, without further permission from the U.S. Government, except as follows:

Comply with all Federal, State and local laws, ordinances, rules, regulations, zoning, etc., and obtain all licenses, permits and pay all costs in relation thereto. There will be no adjustment in contract unit prices bid, or any adjustment of the contract time allowed due to the use of designated deposits.

The Department may, grant written permission to enter on, and remove materials from, areas withdrawn or otherwise obtained by the Department, but not designated in the Special Provisions. Approval to use any nondesignated source shall be subject to the following conditions:

(a) No such request will be considered before award of the contract.

(b) No such request will be considered unless it is accompanied by a written proposal which must show a substantial benefit to the public. The Department reserves the right to reject any proposal.

(c) Approval or rejection of any proposal will not be considered sufficient cause for any claim or any adjustment of the contract time.

(d) If the proposal is accepted, the Department will execute a contract change order setting forth the terms and conditions regarding the use of said deposit(s). Once the contract change order has been fully executed, the successful bidder may proceed under the conditions contained therein. In the event approval to use nondesignated sources results in a net cost savings, the Contractor shall receive 50% and the Department 50%.

(e) It is mutually understood and agreed by both parties to the contract, that the Department cannot guarantee the use of nondesignated deposits.

If the Department has obtained data on nondesignated material sources, such data will be available for review at the Department's Headquarters Materials Division, 1263 S. Stewart Street, Carson City, Nevada 89712, phone (775) 888-7520. The data on file with the Department is not a part of the contract documents. The data may be incomplete and/or out of date. Be advised to check dates upon which any data was compiled and take into account the possibility that certain materials found in prior testing may have subsequently been removed from the site. Be advised that only limited testing or evaluation of materials in any deposit may have been performed. Actual inspection and testing is necessary to determine quantities available and evaluate means and methods required to achieve project requirements.

106.04 Samples and Tests. Except as provided in Subsection 106.05, all materials will be inspected, and/or tested for acceptance before incorporation in the work. Perform informational testing as herein described. Any work in which untested and unaccepted materials are used without approval or written permission may be performed at the risk of being considered as unacceptable and unauthorized and not to be paid.

Produce materials at the plant that conform in all respects to the requirements of the specifications; however, blending on the roadbed to correct for minor deficiencies in grading or excess plasticity will be allowed, except for shouldering material, under the following conditions:

(a) All blending material added on roadway and all work involved in processing such material will not be paid for.

(b) Continue processing the material until a homogeneous mixture is obtained. Obtain uniform gradation to the degree that sieve analysis tests show less than 10% difference, plus or minus, in the amount of mate-

rial passing the 1.18 mm (No. 16) sieve, determined by comparing sieve analysis tests on two samples of processed and blended material. Samples for tests, taken for the above conditions, will be confined within a distance of 150 m (500 ft) of each other and also taken in the same continuous windrow.

Perform informational process control sampling and testing by a materials testing firm or own testing personnel, using the applicable Nevada Test Methods which appear under "Project Control Tests" in Sections; 704, 705, and 706. Perform informational testing at the project site or as approved.

Testing personnel must be approved by the Department's Headquarters Construction Division before performing any work. Approval will consist of the following: Under the scrutiny of a Department Progress Lab Representative, the prospective tester will perform all required project tests. The Progress Lab Representative may also "split" samples with the prospective tester in order to perform correlation audits. If testing procedures are correct and the "split" sample results correlate within accepted tolerances, (see Subsection 4-704.3, Split Samples, of the Department's Construction Manual) the tester will be approved. Request observation and approval at least 5 days prior to the date it is to take place. Furnish the laboratory, equipment, and materials, needed to perform the required tests.

Testing procedures will be monitored on a random basis. Perform a minimum of one informational process control test for every 1,000 metric ton (1,100 ton) of each size aggregate produced, with a minimum of one test for each size or type per day of production.

Obtain samples of the finished product of the plant before or as the material leaves the conveyor belt for the bin or stockpile. Construct the sampling device so that small representative samples may be taken frequently and these small samples combined to form the complete sample. Deliver the samples by mechanical means to a point on the ground or other satisfactory safe and accessible spot.

Furnish test results from samples taken, on a daily basis. If materials are to be obtained from a commercial source, furnish results of tests taken during production of those materials for analysis. The results of such tests shall not be the basis for final acceptance of the material.

All costs incurred in conducting informational process control sampling and testing will not be measured or paid for directly.

If disputing the Department's acceptance testing, and electing to have independent testing performed, coordinate such testing with the Engineer before having the testing take place. Give notification in advance of sampling and testing to allow an opportunity for the Engineer or his designated representative to be present during sampling and/or testing. Do not begin sampling until permitted in writing. Submit coordination information in writing and include, as a minimum, the following:

(a) Purpose of testing.

(b) Specific tests to be performed.

(c) Procedures proposed for sampling and testing.

(d) Schedule of proposed sampling and testing.

(e) Name(s) of Firm and/or personnel to perform the sampling and testing.

Tests performed by other than the Engineer's representative may be considered for informational purposes by the Department, however, such testing will not be used for acceptance purposes unless agreed to in writing by the Department. All acceptance testing shall be performed by the Engineer, his designated representative, or as required by the specifications and shall be binding on the Contractor.

Sampling for final acceptance of materials will be as hereinafter outlined:

(a) Types 1, 2, and 3, Class B aggregate base courses and "selected material base or surface" will be sampled from the processed windrow just prior to final laydown.

(b) Types 1, 2, and 3, Class A aggregate base courses will be sampled from the roadbed directly behind the laydown machine and before the first pass of the roller.

(c) Aggregate for cement or lime treated bases will be sampled as follows:

1. Where the material is being mixed at a stationary plant, samples will be taken from the conveyors just before delivery to the mixer and before adding lime and cement.

2. Where material is being mixed on the roadbed, samples will be taken after the material has been placed on the roadbed and processed and before adding cement or lime.

(d) Aggregates for roadmix bituminous mixtures, including base or surface, will be sampled after the material has been placed on the roadbed and processed and before adding the bituminous binder.

(e) Aggregate for all plantmix bituminous mixtures will be sampled as follows: Continuous-Mix or Drum-Mix plants will be sampled after proportioning and before entering the pugmill or drum. Batch type plants will be sampled from the hot bins. Samples, except in batch type plants, will be taken before the point where mineral filler is added. Equip sampling points with a sampling device so constructed that representative samples will be delivered by mechanical means to a point which is accessible, safe, and satisfactory.

For gradation acceptance, samples will be taken from behind the lay down machine according to Test Method No. Nev. T200, procedure No. 10, except for aggregates for bituminous open-graded which will be sampled from the lay down machine according to Test Method No. Nev. T200, procedure No. 9. Sieve analysis will be performed on aggregates obtained from Test Method No. Nev. T761 (Ignition Method). No adjustment will be made to the gradation results for the addition of the mineral filler.

Samples for Liquid Limit and Atterburg Limit testing will be taken from the stockpile during production.

(f) Aggregate for screenings will be sampled from the job-site stockpiles, loaded truck, or spreader hopper. Aggregates for shoulder material will be sampled from the plant belt or stockpile.

Aggregate for screenings to be stockpiled for future use by the Department will be tested and accepted at the product belt before stockpiling.

(g) Pretreated aggregates in stockpile for plantmix bituminous mixtures will be sampled as follows: Continuous-Mix or Drum-Mix plants will be sampled after proportioning and before entering the pugmill or drum. Batch type plants will be sampled from the hot bins. Equip sampling points with a sampling device so constructed that representative samples will be delivered by mechanical means to a point which is accessible, safe and satisfactory.

Samples for Liquid Limit and Atterburg Limit testing will be taken from the stockpile during production, prior to marination.

For gradation acceptance, samples will be taken from behind the lay down machine according to Test Method No. Nev. T200, procedure No. 10, except for aggregates for bituminous open-graded which will be sampled from the lay down machine according to Test Method No. Nev. T200, procedure No. 9. Sieve analysis will be performed on aggregates obtained from Test Method No. Nev. T761 (Ignition Method). No adjustment will be made to the gradation results for the addition of the mineral filler.

(h) Sampling of bituminous materials, intended for use in prime, tack or seal coats, and surface treatments, shall be done after the bituminous material has arrived at job destination and before, or at the time of unloading the materials. Bituminous material at plant sites shall be sampled before use.

Take one sample of material from each railroad tank car or truck transport under the observation of the Engineer and in an approved manner. Where delivery is made in smaller hauling units such as a distributor, or where the contents of a storage tank are sampled, take the required sample to represent a maximum of 36 metric tons (40 tons).

Take samples during the established job working hours, or other acceptable times. The sample taken from each load will be submitted to the Department's laboratory for testing. In the event the test results fail to comply with requirements, the remaining portion of the sample will be tested to confirm the initial test results.

Perform sampling by one of the following methods:

1. By Test Method No. Nev. T723;
2. By bleeding through a drain-cock in the transfer line during the unloading of the approximate middle third of the load; or
3. By means of a sampling device inserted to a level of approximately the middle third of the load or tank.

Where sampling is done by bleeding, 5 to 10 minutes shall elapse between the separate samplings.

Understand and agree that samples obtained by any one of the above designated methods will be considered as truly representative of the material delivered for incorporation in the work.

Sample containers will be furnished. Immediately after filling the sample container, tightly seal it, properly mark for identification, and present to the Engineer.

One sample taken from each load will be submitted to the Department's laboratory for testing.

Take samples of bituminous material intended for use in base, binder or surface course mixtures from the bituminous feed line at a suitable location between the storage tank and the plant bituminous metering device. For all asphalts except Performance Graded asphalts, take one sample for every 23 metric tons (25 tons) of asphalt used or any part thereof, and not less than one per day. For Performance Graded asphalts, take one sample for every 91 metric tons (100 tons) of asphalt used or any part thereof, and not less than one per day.

(i) Sampling of plantmix bituminous mixtures for Stabilometer Value, Indirect Tensile Strength, and Percent Air Void testing will be done from behind the lay down machine according to Test Method No. Nev. T200, procedure No. 10.

(j) Samples for the aforementioned materials produced under conditions other than contemplated herein will be taken at a time and place deemed appropriate.

106.05 Certificates of Compliance. The use of certain materials or assemblies may be permitted before sampling and testing if accompanied by a Certificate of Compliance stating that the materials involved comply in all respects with the requirements of the specifications. Provide the certificates signed by the manufacturer of the material or the manufacturer of assembled materials. Furnish a Certificate of Compliance with each lot of material delivered to the work and clearly identify the lot so certified in the certificate.

All materials used on the basis of a Certificate of Compliance may be sampled and tested at any time. Any such material not conforming to the requirements of the plans and specifications will be subject to rejection whether in place or not.

The Department reserves the right to refuse to permit the use of material on the basis of a Certificate of Compliance.

The form of the Certificate of Compliance and its disposition will be as directed. For metric unit contracts, report all test results in metric units or both metric and English units on the Certificates of Compliance. For English unit contracts, report all test results in English units or both English and metric units on the Certificates of Compliance.

106.06 Cited Specifications. Unless otherwise specified, all tests will be performed according to the methods used by the Department.

The Department has developed test methods for testing the quality of materials and work. These test methods are identified by the prefix Nev. followed by the serial number. Copies of individual test methods are available at the Materials Division, Department of Transportation, Carson City, Nevada, and will be furnished to interested persons upon request.

Whenever a reference is made in the specifications to a test method by Nev. number, it shall mean the test method in effect on the date of the advertisement for bid.

Whenever a reference is made in the specifications to a test designation either of the ASTM, AASHTO, Federal specifications, or any other recognized national organization and the number or other identification accompanying the test designation representing the year of adoption or latest revision of the test is omitted, it shall mean the test method in effect on the date of advertisement for bid.

Whenever a reference is made in the specifications to a specification either of the ASTM, AASHTO, Federal specifications, or any other organization and the edition date is omitted, it shall mean the latest specification in effect on the date of advertisement for bid.

For metric unit contracts, the metric version of referenced specifications and tests shall apply if there is a choice between a metric or English unit version. For English unit contracts, the English version of referenced specifications and tests shall apply if there is a choice between an English or metric unit version.

When requested, furnish, without charge, samples of materials entering into the work. Do not use material before approval, except as provided in Subsection 106.05. Samples of material from local sources shall be taken by or in the presence of the Engineer; otherwise, the samples will not be considered for testing.

106.07 Plant Inspection. The Engineer may inspect the production of material or the manufacture of products at the source of supply. Plant inspection, however, will not be undertaken until assurance of the cooperation and assistance of both the Contractor and the material producer. Provide free entry at all times to such parts of the plant as concerns the manufacture or production of the materials. Furnish adequate facilities free of charge to make the necessary inspection.

The Department reserves the right to retest materials which have been tested and accepted at the source of supply before incorporation into the work after the same have been delivered, and to reject materials which, when retested, do not meet the requirements of the contract documents.

106.08 Storage of Materials. Store materials as to assure the preservation of their quality and fitness for the work. When required store them in waterproof buildings, placed on wooden platforms or other hard, clean surfaces, and not on the ground, and cover. Stored materials, even though approved for use before storage, may be inspected before their use in the work, and they shall meet the requirements of the specifications at the time of this proposed use. Locate stored materials so as to facilitate their prompt inspection. Upon approval, that portion of the right of way not required for public travel may be used for storage purposes and for placing of the plant and equipment. Do not use private or public property for storage purposes without written permission of the owner or lessee. Restore all storage sites to their original condition. This shall not apply to the stripping and storing of top soil or to other material salvaged from the work or specifically prescribed under the specifications.

Aggregates which have been produced and stockpiled for use on State projects are subject to the following limitations:

(a) Stockpile separate and apart from materials that are not to be used on State contracts.

(b) Tag or mark in such a manner that they are easily identified as materials for State contracts.

(c) Allow access during normal working hours for periodic inspections by representatives of the State.

106.09 Handling Materials. Handle materials in such manner as to preserve their quality and fitness for the work. Transport aggregates from the storage site to the work without loss or segregation of materials after loading and measuring in order that there may be no inconsistencies in the quantities of materials intended for incorporation in the work as loaded, and the quantities as actually received at the place of operation.

106.10 Unacceptable Materials. Materials not substantially conforming to the requirements of the specifications at the time they are used shall be considered as unacceptable and all such materials will be rejected and shall be removed immediately from the site of the work. Do not use rejected material, the defects of which have been corrected, until approval has been given.

106.11 Department Furnished Material. Furnish materials required to complete the work, except those specified to be furnished by the Department. Material furnished by the Department will be delivered or made available at the points specified in the Special Provisions.

Consider cost of handling and placing all materials after they are delivered or made available as included in the contract price for the item in connection with which they are used.

Be responsible for all material delivered, and deductions will be made from any money due to make good any shortages and deficiencies, from any cause whatsoever, and for any damage which may occur after such delivery and for any demurrage charges.

106.12 Foreign Materials. Steel materials of foreign origin, from outside the United States, may be used, subject to the following requirements. "Steel," as used in this Subsection, includes steel and iron materials, and the application of a coating to either steel or iron material.

Steel materials to be permanently incorporated into the work on Federal-aid projects are subject to the following requirements:

All steel products or manufacturing processes of the steel material in a product (i.e., smelting, and any subsequent process which alters the steel material's physical form or shape or changes its chemical com-

position) must occur within the United States. This includes processes such as rolling, extruding, machining, bending, grinding, and drilling.

Minimal use of foreign steel materials will be permitted provided the cost of said materials does not exceed 0.1% of the total contract cost or $2,500.00, whichever is greater. Should foreign materials be used, as provided above, provide satisfactory cost documentation.

Signing and submitting of the bid or proposal, certifies compliance with the requirements of this Subsection.

SECTION 107

LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC

107.01 Laws to be Observed. Keep fully informed of all Federal and State laws, all local bylaws, ordinances and regulations, and all orders and decrees of bodies or tribunals having jurisdiction or authority, which in any manner affect those engaged or employed on the work, or which in any way affect the conduct of the work. Observe and comply with all such laws, bylaws, ordinances, regulations, orders and decrees, and protect and indemnify the State and its representatives against any claim or liability arising from or based on the violation of any such law, bylaws, ordinances, regulations, orders or decrees, whether by yourself or your employees. If the Department suffers any fines or penalties because of the failure to comply with said laws or regulations, the Department may deduct the amount of said fine or penalty from any monies due.

The Contractor and subcontractors compliance with Title 29, subtitle A, 3.3, Code of Federal Regulations and NRS 338 will be required on this contract. These regulations require submittal of a tally of weekly payroll and statement of compliance with respect to each employee engaged in work on the project. Submit these payrolls and statement of compliance to the Nevada Department of Transportation and the State of Nevada Labor Commissioner.

107.02 Permits, Licenses and Taxes. Procure all permits and licenses, pay all charges and fees, and give all notices necessary and incident to the due and lawful prosecution of the work, including vehicular registration or prorate registration and carrier licensing as applicable. Privilege taxes are in addition to the above fees. If having vehicles not licensed or registered in Nevada contact the Motor Carrier Division of the Department of Motor Vehicles and Public Safety, Carson City, Nevada, for full information.

107.03 Patented Devices, Materials and Processes. If employing any design, device, material or process covered by letters of patent or copyright, provide for such use by suitable legal agreement with the patentee or owner. Indemnify and save harmless the State, any affected third party or political subdivision from any and all claims for infringement by reason of the use of any such patented design, device, material or process, or any trademark or copyright. Indemnify the State for any costs, expenses and damages which it may be obliged to pay by reason of any such infringement at any time during the prosecution or after the completion of the work.

107.04 Restoration of Surface Opened By Permit. The right to construct or reconstruct any utility service in the highway or street, or to grant permits for same, at any time, is hereby expressly reserved by the Department for the proper authorities of the municipality or other political subdivision in which the work is done and the Contractor shall not be entitled to any damages either for the digging up of the street or for any delay occasioned thereby.

Any individual, firm, or corporation wishing to make an opening in the highway must secure a permit from the Department. Allow parties bearing such permits, and only those parties, to make openings in the highways. When ordered, make in an acceptable manner, all necessary repairs due to such openings, and such necessary work will be paid for as extra work, and will be subject to the same conditions as original work performed.

107.05 Federal Aid Provisions.

(a) Work Subject to Inspection and Approval of Federal Agency. When the United States Government pays all or any portion of the cost of the work, observe the Federal laws authorizing such participation and the rules and regulations made pursuant to such laws. Subject the work to the inspection of the authorized representatives of such Federal agencies as are created for the administration of these laws, but such inspection will in no sense make the Federal Government a party to the contract and will in no way interfere with the right of either party hereunder.

(b) Fair Labor Standards Act. The Wage and Hour Division, U.S. Department of Labor requires that contractors or subcontractors engaged in highway construction work meet the provisions of the Fair Labor Standards Act of 1938 (52 Stat. 1060) or as amended. (Title 29, United States Code, Section 201, et seq.).

(c) Cargo Preference Act. Contractors or subcontractors engaged in transoceanic shipment of any equipment, material, or commodities pursuant to this contract, are required to meet the provisions of the Cargo Preference Act of 1954 (46 CFR 381, paragraph 7b) or as amended.

(d) Nondiscrimination Assurance. The Contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract.

107.06 Sanitary, Health and Safety Provisions. Provide and maintain in a neat, sanitary condition, such accommodations for the use of employees as may be necessary to comply with the requirements and regulations of the State Department of Health and of other bodies or tribunals having jurisdiction there over. Commit no public nuisance.

See Federal, State and local laws, rules and regulations concerning construction safety and health standards. Do not require any workers to work in surroundings or under conditions which are unsanitary, hazardous, or dangerous to their health or safety.

107.07 Public Convenience and Safety. Conduct the work in such a manner as will obstruct and inconvenience traffic as little as possible. Keep existing travel roads and streets adjacent to or within the limits of the improvement, open to and in a good, dust free and safe condition for traffic at all times. See Subsection 107.21. Maintain said roads and streets by removing any material or debris resulting from or caused by operations and repair any damage which may result from operations. Clean track out areas on all public roads at the end of each shift, a minimum of once daily if working multiple shifts, with a combination of water and a mechanical sweeper. For failure to clean track out areas, liquidated damages will be assessed according to Subsection 108.09 of the Special Provisions. For those roads and streets actually under physical improvement, see Subsection 104.04. Where grading operations are on or adjacent to the existing traveled way, finish the grade immediately after the rough grading is completed and place the surfacing material thereon as the work progresses. So conduct operations as to have under construction no greater length or amount of work than he can prosecute vigorously and do not open up sections of the work and leave them unfinished, but finish the work as it goes insofar as practicable.

Perform work in a manner to assure full compliance with all applicable Federal, State and local laws and regulations governing safety, health and sanitation. Provide adequate safeguards, safety devices, and protective equipment such as are specified in other Sections of these specifications, or other documents and take any other ordered actions as determined 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.

At all times during the progress of the work or temporary suspension of the work, provide, erect and maintain all necessary barricades, suitable and sufficient red lights, danger signals, temporary striping and signs, provide a sufficient number of flaggers and take all necessary precautions for the protection of the work and safety of the public, and those engaged on the work. Illuminate barricades and obstructions at night with reflectorized signs and lights, and keep lights for this purpose burning from sunset to sunrise. Barricades, warning signs, lights, temporary signals, and other protective devices must conform with the MUTCD.

Retain a person certified by the American Traffic Safety Services Association (ATSSA) as a worksite traffic control supervisor to implement the traffic control. No direct payment will be made for providing a worksite traffic control supervisor unless a pay item for a Traffic Control Supervisor is provided in the proposal.

107.08 Relations with Railroads.

(a) Definitions. The following definitions shall apply to the terms as herein used. *Railroad:* The railway or railroad company whose tracks are crossed or whose property is adjacent to the work or upon whose property the work is performed. *Chief Engineer:* The Chief Engineer of the Railroad or his authorized representatives. *Railroad Crossing:* A crossing at grade of the tracks of a Railroad and the highway. *Grade Separation:* A permanent structure to effect the separation of grades between the highway and the Railroad.

(b) Work or Operations. Subject work or operations on grade separations, Railroad crossings, or upon Railroad property to inspection by the Chief Engineer, and conduct and perform in a manner satisfactory to the Chief Engineer.

So arrange and conduct construction operations as to insure safe and uninterrupted operation of the Railroad traffic. Be responsible for any damages which result either directly or indirectly from the operations.

Notify the Chief Engineer in writing, at least 48 hours before starting any work in the proximity of the tracks, setting forth specifically the time at which it is planned to start such work.

Unless otherwise provided, do not pile or store any material, or park or use equipment closer than 7.6 m (25 ft) from the centerline of the tracks.

Keep the track zone clean of all loose material or debris at all times. Be responsible for any fouling of Railroad ballast resulting from sandblasting and painting operations and reimburse the Railroad for the replacement of all ballast so fouled.

In advance of any blasting, notify the Chief Engineer in order that proper flagging protection may be provided by the Railroad. Sheet excavations in the proximity of the tracks. Submit plans therefore to the Chief Engineer and receive approval before commencing any such excavation.

Make arrangements with the Railroad for crossing Railroad tracks at locations other than existing public crossings and bear all costs relative thereto.

Submit detail plans of falsework and forms for track spans and piers or abutments to the Chief Engineer. Do not commence work thereon until such plans have been approved by the Chief Engineer. Do not deviate from falsework plans thus approved without permission of the Chief Engineer. Maintain the temporary vertical and horizontal clearances specified by the Chief Engineer. In the case of impaired vertical clearances above the top of rail, the Railroad shall have the option to install telltales, or other such protective devices the Railroad deems necessary, for the protection of train persons or rail traffic.

Comply with the rules and regulations of the Railroad with respect to the work or operations on or adjacent to Railroad property. Arrange with the Railroad for the services of such qualified Railroad employees as the Chief Engineer may prescribe to protect and safeguard the Railroad's property, engines, trains and cars. Payment for such services, including compensation, insurance, vacation and holiday time, Railroad retirement and unemployment taxes, health and welfare, accounting and billing charges, will be paid by the Department directly to the Railroad, except all costs incurred by the Contractor which are applicable to any private crossing agreement(s) not provided in the contract. Any costs incurred relative to private crossing agreements for crossings not provided in the contract shall be paid by the Contractor directly to Railroad according to the Railroad's payment requirements.

Upon completion of the work upon Railroad's property, promptly remove all tools, equipment and other materials, whether brought upon said property, and cause said property to be left in a clean and presentable condition.

(c) Work or Operations Performed by Railroad. The Railroad may undertake certain work or operations incidental to the project which are the subject of an agreement between the Department and the Railroad. Details of such work or operations will be set forth in the Special Provisions. Discuss such items with the Chief Engineer in order to develop a plan to accomplish the work or operations in their logical sequence and order.

Bear the cost of movement or adjustment of telephone, telegraph or signal facilities owned, operated or maintained by the Railroad and not otherwise provided for on the plans or in the Special Provisions.

(d) Insurance. Provide and maintain during the effective life of the contract such special or additional insurance as is required by Subsection 107.11. Furnish such evidence as may be required that such insurance has been provided.

(e) Qualification. Be responsible to satisfactorily perform work upon the Railroad's property.

(f) Reference. The provisions of Subsections 624.03.03, and 624.03.04, and 107.11 shall inure directly to the benefit of the Railroad.

Union Pacific Railroad Company

(a) General. The term "Railroad" shall be understood to mean the Union Pacific Railroad Company.

It is expected that the Railroad will cooperate to the end that the work may be handled in an efficient manner, but have no claim for damages or extra compensation in the event work is held up by the work of Railroad forces.

(b) Railroad Requirements. Cooperate with the Railroad where work is over or under the tracks, or within the limits of Railroad property, in order to expedite the work and to avoid interference with the operation of Railroad equipment.

Contact the Union Pacific Railroad Company representative listed in the Special Provisions to determine the requirements of the Railroad.

Comply with the rules and regulations of Railroad or the instructions of its representatives in relation to the proper manner of protecting the tracks and property of Railroad and the traffic moving on such tracks, as well as the wires, signals, and other property of Railroad, its tenants or licensees, at and in the vicinity of the work during the period of construction.

The Railroad requires safety training for all workers who will be working in the Railroad's right of way. The Railroad will provide safety training of 4 to 6 hours for the Contractor's supervisors at a site to be determined by the Railroad. The Contractor's supervisors will then be responsible for training the remaining work force with the curriculum information required by the Railroad. Upon request be prepared to provide records of the completed safety training for all such workers.

Telephone the Railroad's fiber optic company at 1-800-336-9193 (a 24 hour number) to determine if a telecommunications system is buried anywhere on or about the premises defined or included herein. If it is, Grantee will telephone the owner of the system designated by Railroad, arrange for a cable locator and make arrangements for relocation or other protection of the system prior to beginning any work on said premises.

Perform work in such manner and at such times as shall not endanger or interfere with the safe operation of the tracks and property of Railroad and the traffic moving on such tracks, as well as wires, signals and other property of Railroad, its tenants or licensees, at or in the vicinity of the work.

Except as otherwise provided herein, do not infringe operations on the following minimum clearances from any Railroad track:

7.6 m (25 ft) horizontally from center line of track

7.0 m (23 ft) vertically above top of rail

Submit any proposed infringement on the above clearances due to operations to the Railroad and to the Engineer, and do not undertake until approved by the Railroad, and until the Engineer has obtained any necessary authorization from any governmental body or bodies having jurisdiction thereover. No extra compensation will be allowed in the event work is delayed pending Railroad approval and governmental authorization.

In the case of impaired vertical clearance above top of rail, Railroad shall have the option of installing telltales or other protective devices Railroad deems necessary for protection of Railroad train person or rail traffic.

Furnish 6 sets of plans showing details of construction affecting the Railroad's tracks and property, including those for shoring and supports at excavations, not included in the contract plans, to the Engineer at least 90 days in advance of the time of beginning such work and do not begin such work until notified by the Engineer that such plans have been approved. The Engineer's approval of the plans does not relieve the Contractor from the responsibility for results obtained by use of said plans.

Give notification in writing, at least 25 days but not more than 40 days in advance of the starting date of installing temporary work with less than permanent clearance at each structure site. Do not proceed with work across Railroad tracks unless this requirement has been met. No extension of time or extra compensation will be allowed in the event work is delayed because of failure to comply with requirements in this paragraph.

Except in connection with construction of grade separation structures on premises of Railroad, no private crossings at grade over tracks of Railroad for the purpose of hauling earth, rock, paving or other materials will be permitted. If desiring, for the purpose of constructing highway-railway grade separation structures, including construction ramps thereto, to move equipment or materials across Railroad tracks, he shall obtain permission from Railroad; and should it be required, execute a private crossing agreement. The crossing installation for the use of Contractor, together with any protective devices, if required, shall be at the expense of the Contractor. Furnish own employees as flagmen to control movements of vehicles on the private roadway and take all measures necessary to prevent the use of such roadway by unauthorized persons and vehicles.

In advance of any blasting, notify Railroad in order that proper flagging protection may be provided.

Upon completion of the work covered by this contract, upon the premises or over or beneath the tracks of Railroad, promptly remove from the premises of Railroad all tools, implements and other materials, whether brought upon said premises by you or any subcontractor, employee or agent of yourself or of any subcontractor, and cause said premises to be left in a clean and presentable condition.

(c) Protection of Railroad Facilities. Railroad representatives, conductors, flaggers or watch persons, will be provided by Railroad to protect its facilities, property and movements of its trains, or engines. In general, Railroad will furnish such personnel or other protective devices:

a. When any part of any equipment is standing or being operated within 4.5 m (15 ft), measured horizontally, from center line of any track on which trains may operate, or when any erection or construction activities are in progress within such limits, regardless of elevation above or below track.

b. For any excavation below elevation of track subgrade if, in the opinion of Railroad's representative, track or other Railroad facilities may be subject to settlement or movement.

c. During any clearing, grubbing, grading, or blasting in proximity to Railroad which, in the opinion of Railroad's representative, may endanger Railroad facilities or operations.

d. During any operations when, in the opinion of Railroad's representative, Railroad facilities, including, but not limited to, tracks, buildings, signals, wire lines or pipe lines, may be endangered.

(d) Work by Railroad Company. The Railroad will rearrange its telephone, telegraph and signal lines and appurtenances, and will make all track changes and will perform any other work in connection therewith.

Any work by Railroad will be done by its own forces and is not a part of the work under this contract.

(e) Legal Relations. The provisions of this section, "Relations with Railroad" and the provisions of the following section, "Railroad Protective Insurance," shall inure directly to the benefit of the Railroad.

(f) Agreement. The Contractor is responsible for obtaining, completing and submitting the "APPLICATION FOR RIGHT OF ENTRY" which is available on the Internet at www.uprr.com. This application, along with an application fee and certificates of insurance, must be completed and submitted as soon as possible to the UPRR (Union Pacific Railroad Company) representative listed in the Special Provisions. Once received by UPRR it will be processed and a "CONTRACTORS RIGHT OF ENTRY AGREEMENT" will be prepared by UPRR and mailed back to the Contractor. The Contractor must sign this agreement and return it, along with a check (if required) to cover the Railroad's administrative fee, to UPRR for final execution. Only after the Contractor has received the fully executed "CONTRACTORS RIGHT OF ENTRY AGREEMENT" will he be allowed to begin work within the Railroad right-of-way. As this process can take up to 8 weeks, the Contractor must submit the application to UPRR as soon as possible.

107.09 Liability Insurance.

(a) Insurance Requirements for Contractors. Do not commence any work or allow any subcontractor to commence any work under this contract until obtaining all insurance and bonds as required. Maintain for the duration of the contract, insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his agents, representatives, employees or subcontractors.

Consider full compensation for the cost of premiums on the insurance described herein as included in the prices paid for the various items of work to be performed under the contract, and no additional allowance will be made therefore or for additional premiums which may be required by extensions of the policies of insurance.

1. Minimum Scope of Insurance. Obtain and maintain in force for the full period of this contract:

a. Worker's Compensation Insurance.

b. Insurance Services Office Commercial General Liability Insurance Form or its equivalent.

c. Auto Liability Insurance, code 1, "any auto."

d. Excess Liability Insurance (Umbrella Form or Following Form Excess where necessary to meet the required minimum amounts of coverage).

e. Whenever construction operations covered under said contract are to be performed upon or in proximity to railroad property, provide public liability and property damage insurance for limits of coverage not less than specified in the railroad protective insurance endorsement appended to the special provisions.

2. Minimum Limits of Insurance. Maintain limits no less than:

a. Commercial General Liability. $1,000,000.00 per occurrence and $2,000,000.00 annual aggregate for bodily injury, property damage, including but not limited to personal injury, sickness, disease or death or damage to or destruction of the property of persons arising directly or indirectly out of or in connection with the performance of work under this contract.

b. Automobile Liability. $1,000,000.00 combined single limit per accident for bodily injury and property damage.

c. Worker's Compensation Insurance. Obtain worker's compensation insurance according to NRS Chapters 616 and 617 for employees engaged on or at the site of the project.

In the event any class of employee engaged in any work under this contract or at the site of the project is not protected under the State of Nevada Industrial Insurance Act, then provide and cause each subcontractor to provide adequate insurance coverage in a form and by an insurance carrier satisfactory to the State of Nevada for the protection of such employees. The insurance company shall agree to waive all rights of subrogation against the State of Nevada, its elected or appointed officers, officials, agents and employees for losses paid under the terms of this policy which arise from work performed by the named insured for the State of Nevada.

3. Deductibles and Self-Insured Retentions. Declare any deductibles or self-insured retentions to and receive approval by the State of Nevada. At the option of the State, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the State of Nevada, Department of Transportation, its officers, officials and employees; or the Contractor shall procure a bond guaranteeing payment of losses and related investigation, claims administration and defense expenses.

4. Other Insurance Provisions. The policies are to contain or be endorsed to contain, the following provisions:

a. General Liability and Automobile Liability Coverages:

(1) The Nevada Department of Transportation, its officers, officials, employees and volunteers are to be covered as additional insured's as respects: liability arising out of activities performed by or on behalf of the Contractor; products and completed operations of the Contractor; premises owned, leased or used by the Contractor; or automobiles owned, leased, hired or borrowed by the Contractor. The coverage shall contain no special limitations on the scope of protection afforded to the Nevada Department of Transportation, its officers, officials, employees or volunteers.

(2) The Contractor's insurance coverage shall be primary insurance as respects the Agency, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by the Nevada Department of Transportation, its officers, officials, employees or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

(3) Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the Nevada Department of Transportation, its officers, officials, employees or volunteers.

(4) The Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

(5) The insurance companies shall immediately notify the Nevada Department of Transportation if, at any time during the term of the contract, the limits of the General Liability, or Excess Liability, including Aggregate Limits, as described on the certificates, have been impaired by more than 10% of the limits indicated for each policy.

(6) The insurance companies that provide Commercial General Liability coverage and/or Automobile Liability coverage shall waive their rights of subrogation against the additional insured.

b. All Coverages:

(1) Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after 30 days prior notice given to the State of Nevada, Department of Transportation.

(2) Nothing contained in these insurance requirements is to be construed as limiting the extent of the Contractor's total responsibility for payment of claims arising in whole or in part from the actions of a third party when such actions might be taken as a result of the Contractor's operations under this contract.

(3) The Nevada Department of Transportation is not liable for the payment of any deductibles or assessments on any insurance policies purchased by the Contractor.

5. Acceptability of Insurers. Insurance is to be placed with insurers with a rating from the current issue of Best's Key Rating Guide of no less than A–:VII. The carrier shall have a home office in the United States. Lloyd's of London is the sole exception to the requirements of Best's Rating, financial size and home office location.

6. Instructions for Completions of Certificates of Insurance. At the time of executing this contract, deliver to the Nevada Department of Transportation, 1263 S. Stewart Street, Carson City, Nevada 89712, Attention: Labor Compliance Officer, a certificate of insurance evidencing coverage as specified.

a. If having Commercial General Liability Coverage as provided under the 1986 Occurrence Form, use Standard Accord Certificate 25-S (3/93 Rev.) If having Comprehensive General Liability Coverage as provided under the 1973 Occurrence Form, use Standard Accord Certificate 25-N (3/93). Claims made coverage is not acceptable.

b. By separate endorsements the State of Nevada, show the Department of Transportation to be an additional insured. Sign and attach the additional insured endorsement to the certificate. (It is understood that the certificates of worker's compensation insurance issued by Employers' Insurance Company of Nevada do not name additional insureds).

c. Sign and attach the waiver of subrogation endorsements to the certificate.

d. If the General Liability is provided on an aggregate limit per project, Form #CG2503(11/85) or CB2501(11/85), the Department shall waive the requirements that they be notified when limits have been impaired by more than 10% of the limits indicated. When the coverage is provided on an aggregate limit per project, attach a signed copy of the endorsement to the certificate.

e. Properly show the full legal operating names of the Contractor and insurance carrier on the certificate.

f. If the Contractor's Liability Coverage contains a deductible, show the amount of the deductible on the certificate. If there is no deductible, state it.

g. Amend the cancellation section of the certificate to amended to read as follows:

> "Should any of the above described policies be canceled or materially changed before the expiration date thereof the issuing company will mail 30 days written notice to the certificate holder named to the left."

h. All changes or alterations to the Certificate of Insurance as required by the State of Nevada shall be initialed by the authorized representative who signs the certificate.

i. The Certificate of Insurance must be countersigned by a resident agent in the State of Nevada according to NRS 680A.300.

j. The Certificate of Insurance must comply with all insurance requirements as set forth or the certificate will be rejected.

(b) Railroad Protective Insurance. In addition to any other form of insurance or bonds required under the terms of the contract and specifications, carry insurance of the kinds and in the amount hereinafter specified.

Such insurance shall be approved by the Railroad before any work is performed on or adjacent to Railroad property and shall be carried until all work required to be performed on or adjacent to the Railroad's property under the terms of the contract is satisfactorily completed as determined by the Engineer, and thereafter until all tools, equipment and materials have been removed from Railroad's property and such property is left in a clean and presentable condition.

Obtain the insurance herein required and furnish to the Engineer the original and certified copies of all policies as hereinafter specified.

Furnish the Engineer with one certified copy of each of the executed policies required below and, in addition, furnish the UPRR representative listed in the Special Provisions, one certified copy of each of the executed policies required below.

A certification on such copies of insurance shall guarantee that the policy required below will not be amended, altered, modified, or canceled insofar as the coverage contemplated hereunder is concerned, without at least 10 days notice mailed by registered mail to the Engineer and to the Railroad.

Full compensation for all premiums which the Contractor is required to pay on all the insurance described hereinafter shall be considered as included in the prices paid for the various items of work to be performed under the contract, and no additional allowance will be made therefor or for additional premiums which may be required by extensions of the policies of insurance.

The approximate ratio of the estimated cost of the work over or under or within 15 m (50 ft) of Railroad's tracks to the total estimated contract cost will be shown in the Special Provisions.

During the life of the "CONTRACTORS RIGHT OF ENTRY AGREEMENT," procure and maintain the insurance coverages listed in the "UNION PACIFIC RAILROAD CONTRACT INSURANCE REQUIREMENTS" which is available on the Internet at www.uprr.com.

(c) General. Furnish the Department with one certified copy of all insurance required under subparagraph (a) of Subsection 107.09 and all copies and original(s) required under subparagraph (b) of Subsection 107.09. Send these copies and original(s) directly to the State of Nevada, Department of Transportation, 1263 South Stewart, Carson City, Nevada 89712—Attention: Contract Compliance Division.

107.10 Explosives. When the use of explosives is necessary for the prosecution of the work, exercise the utmost care not to endanger life or property, including new work. Be responsible for all damage resulting from the use of explosives.

Store explosives in a secure manner in compliance with all laws and ordinances, and clearly mark all such storage places. Where no local laws or ordinances apply, provide satisfactory storage and in general not closer than 300 m (1,000 ft) from the road or from any building or camping area or place of human occupancy.

Notify each property owner and public utility company having structures or facilities in proximity to the site of the work of the intention to use explosives. Give such notice sufficiently in advance to enable the companies to take such steps as they may deem necessary to protect their property from injury.

107.11 Responsibility for Damage Claims. Indemnify, defend and save harmless the Department, its officers and employees, and its construction administration consultants, from all suits, actions or claims of any character brought because of any injuries or damage received or sustained by any person, persons or property on account of the operations of the said Contractor; or on account of or in consequence of any neglect in safeguarding the work; or through use of unacceptable materials in constructing the work; or because of any claims or amount recovered under the "Workman's Compensation Act," or any other law, ordinance, order or decree; and so much of the money due the said Contractor under and by virtue of his contract as may be considered necessary by the Department for such purpose, may be retained for the use of State; or in case no money is due, his surety may be held until such suit or suits, action or actions, claim or claims for the injuries or damages as aforesaid shall have been settled and suitable evidence to that effect furnished to the Department; except that money due the Contractor will not be withheld when the Contractor produces satisfactory evidence that he is adequately protected by public liability and property damage insurance.

Reimbursement by the State in whole or in part for costs of protecting traffic shall not serve to relieve the Contractor of his responsibility as set forth in these specifications.

Traffic control is the responsibility of the Contractor. Agree that neither the traffic control plan provided by the Department, nor the presence of Department personnel or construction administration consultants on the job site, nor instructions given by Department personnel or by construction administration consultants regarding traffic control will transfer responsibility for the traffic control to the Department or construction administration consultants. The purpose of Department inspectors or construction administration consultants is to ensure that the contract is performed according to its terms, and that the traffic control is maintained properly for the safety of workers and travelers. Department inspectors or construction administration consultants are not provided for the benefit of the Contractor.

Guarantee the payment of all just claims for materials, supplies and labor, and all other just claims against him or any subcontractor, in connection with this contract.

It is specifically agreed between the parties executing this contract that it is not intended by any of the provisions of any part of the contract to create the public or any member thereof a third party beneficiary hereunder, or to authorize anyone not a party to this contract to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this contract.

107.12 Protection and Restoration of Property and Landscape. Be responsible for the preservation from injury or damage resulting directly or indirectly from the work under this contract of all public and private property, crops, trees, vegetation, monuments, fences, highway signs, and markers, etc., along and adjacent to the highway. Use every precaution necessary to prevent damage to pipes, conduits and other underground structures, to poles, wires, cables, and other overhead structures, whether shown on the plans or not. Carefully protect all land monuments and property marks from disturbance or damage until the Engineer has witnessed or otherwise referenced their location, and do not remove them until directed. Do not willfully or maliciously injure or destroy trees or shrubs and do not remove or cut them without proper authority.

Be responsible for all damage or injury to property of any character during the prosecution of the work resulting from any act, omission, neglect, or misconduct in the manner or method of executing said work, or at any time due to defective work or materials. Such responsibility shall not be released until the project has been completed and accepted.

Be responsible for the preservation of archeological and paleontological objects, including all ruins, sites, buildings, artifacts, fossils, or other objects of antiquity encountered during construction. When such objects are encountered, immediately cease operations and give notification that such objects exist. The Engineer will notify the Manager of the Cultural Resource Section of the Department. Reschedule construction operations to avoid the section until given written notification to proceed with operations.

Extension of contract time will be allowed for any delay due to preservation of archeological and paleontological objects.

When or where any direct or indirect damage or injury is done to public or private property by or on account of any act, omission, neglect or misconduct in the execution of the work or in consequence of the nonexecution thereof on part of the Contractor, restore at own expense such property to a condition similar or equal to that existing before such damage or injury was done by repairing, rebuilding or otherwise restoring as may be directed, or make good such damage or injury in an acceptable manner. In case of failure to restore such property or make good such damage or injury the Engineer may, upon 48 hours written notice, proceed to repair, rebuild or otherwise restore such property as may be deemed necessary and the cost thereof will be deducted from any money due, or which may become due.

Restrict the movement of vehicles and other construction equipment and personnel to the construction area and designated roads. Take every precaution to prevent the marking of the natural ground with equipment tracks or other means outside of the slope stake areas on either side of the roadway and in median areas where it is not required to disturb the existing ground. Satisfactorily eradicate such markings of the natural ground caused by equipment, personnel, or operations, at own expense.

Space roads at least 300 m (1,000 ft) apart from flat bottom ditches and material deposits, except that such roads may also be located in ditch and dike areas. When roads are located in ditch and dike areas do not allow equipment to travel outside the area to be occupied by said ditch or dike, except as provided for in Subsection 203.03.10. Cross median areas at structures or approved areas.

Where there is a high potential for erosion and subsequent water pollution, hold the area of erosive land that may be exposed by construction operations at any one time to a minimum, and keep the duration of the exposure of the uncompleted construction to the elements as short as practicable. Construct erosion control features concurrently with other work and at the earliest practicable time.

Do not disturb the lands and waters that are outside the limits of the construction as staked, except as may be found necessary and approved.

107.13 Forest Protection. Do not burn as a method of disposal. Abide by such rules and instructions as to fire prevention and control as the authorized representative of the appropriate agency having jurisdiction may prescribe. Take all necessary steps to prevent employees from setting fires during construction of the project and, under the direction of the appropriate Federal, State or other agency, or, in the absence of an officer from any such agency, acting independently, extinguish all fires set or caused by employees and all other fires which may escape on the project, whether or not set directly or indirectly as a result of construction operations, without expense to the State or Federal government. Where obligated to suppress any fire, without expense to the State or Federal government, and if the amount of labor, subsistence, supplies and transportation which is furnished is inadequate in the opinion of the jurisdictional agency, then such agency may procure additional help or facilities and charge the expenses to the Contractor. These expenses shall be billed to the Contractor for payment directly by him, and if not promptly met by him will be deducted from the money due or which may become due under this contract.

Maintain a fire patrol in the vicinity of blasting and other operations creating a fire hazard. When, in the opinion of the agency having jurisdiction, such a patrol is unnecessary because of weather conditions, notification will be given.

Correct any unsafe condition as directed.

107.14 Disposal of Material Outside Highway Right of Way. Make own arrangements for disposal of materials outside the highway right of way and pay all costs involved.

When any non-hazardous earth material, composed of rock and soil, is to be disposed of outside the highway right of way, first obtain a written permit from the property owner on whose property the disposal is to be made and submit said permit or the certified copy thereof together with a written release from the property owner absolving the State of any and all responsibility in connection with the disposal of non-hazardous earth material on said property. Before any non-hazardous earth material is disposed of on said property, obtain written permission from the Engineer to dispose of the non-hazardous earth material at the location designated in the said permit.

Such disposal sites will not be approved when located within 300 m (1,000 ft) of a State highway right of way if the material placed thereon can be seen from said highway.

When any other non-hazardous material, including asphaltic material, concrete, steel and wood is to be disposed of outside the highway right of way, dispose of it at an authorized Class I or II municipal landfill or at a permitted Class III industrial landfill permitted to accept only industrial solid waste.

It is encouraged that surplus non-hazardous material, including asphaltic material, concrete, steel, and wood be salvaged for recycling or converting to a new use, such as asphaltic grindings utilized as shouldering or base material, timbers for landscaping, or steel to a salvage yard, rather than disposing of the material. Do not place asphaltic material within 15 m (50 ft) of any live stream or other body of water. If any such non-hazardous material is to be salvaged outside the highway right of way, first obtain a written permit from the property owner on whose property the salvage is to be made and file with the Engineer said permit or the certified copy thereof together with a written release from the property owner absolving the State of any and all responsibility and liability in connection with the salvage of non-hazardous material on said property. Before any non-hazardous material is salvaged on said property, obtain written permission from the Engineer to salvage the non-hazardous material at the location designated in the said permit.

In addition to all other provisions of this agreement, handle, transport and dispose of any waste materials generated from this project which are wastes subject to regulation as hazardous wastes as defined in the Nevada Administrative Code (NAC) 444.8565 according to the applicable Federal, State and local regulations governing such handling, transport, and disposal.

Exercise precautions to prevent the discharge of hazardous wastes into the work area, any waterway or the general environment. Contact the Nevada Department of Conservation and Natural Resources, Division of Environmental Protection, (775) 687-5872, for specific information and assistance.

The following shall apply to all Contractor obtained disposal sites located outside the right of way except public or commercial dumping grounds which have been approved for general use by appropriate governmental authorities:

(a) Before approval of such disposal sites, comply with the following requirements:

1. The Department, at its sole expense, will conduct visual analysis and erosion control studies of the proposed site.

2. Once the Department has approved the proposed site regarding visual analysis and erosion control, procure all necessary permits and clearances for the proposed site. These clearances shall include environmental and cultural resource clearances pursuant to the National Environmental Policy Act (NEPA) and the National and Historic Preservation Act (36 CFR 800). Insure that the clearances cover the entire site including any haul roads and/or other affected areas such as pipelines, storage areas, etc. Upon completion of the clearance reports, provide three copies of each report to the Engineer. The reports will be forwarded to the Department's Environmental Services Division (ESD) for review and submission to external regulatory agencies as appropriate. Once the clearances have been obtained, the ESD will notify the Engineer that the Contractor may proceed with the use of the proposed site. Do not begin operations until given notification in writing.

(b) Uniformly grade the site to drain and to blend with surrounding terrain.

(c) Finish slopes created by disposing of waste to a ratio of not less than 1:3 (3:1).

Consider full compensation for all costs involved in disposing of material as specified in this Subsection, including all costs of hauling, as included in the price paid for the contract items of work involving such materials.

107.15 Relief from Maintenance and Responsibility. Upon the written request, or upon order, the duty of maintaining and protecting certain portions of the work as described below, which have been satisfactorily

completed in all respects according to the requirements of the contract may be relieved, and will not be required to do further work thereon. Such action will relieve the responsibility for injury or damage to said completed portions of the work resulting from use by the public traffic or from the action of the elements or from any other cause, but not from injury or damage resulting from operations or from own negligence.

Portions of the work for which the duty of maintenance and protection may be relieved as provided in the above paragraph include but are not limited to the following:

(a) The completion of 400 m (1,320 ft) of roadway or 400 m (1,320 ft) of one roadway of a divided highway or a frontage road including the traveled way, shoulders, drainage control facilities, planned roadway protection work, lighting and any required traffic control and access facilities.

(b) A bridge or other structure of major importance.

(c) A complete unit of a traffic control signal system or of a highway lighting system.

(d) A complete unit of highway protection work.

(e) Any required traffic control and access facilities if the roadway or structure is to be used by public traffic before completion of the contract.

(f) Nonhighway facilities constructed for other agencies.

However, do not consider anything in this Subsection as relieving full responsibility for making good any defective work or materials found at any time before the formal written acceptance of the entire contract.

107.16 Contractor's Responsibility for the Work and Materials. Until the acceptance of the contract, maintain the charge and care of the work and of the materials to be used therein (including materials for which partial payment has been received as provided in Subsection 109.06) and bear the risk of injury, loss, or damage to any part thereof by the action of the elements or from any other cause, whether arising from the execution or from the non-execution of the work, except as provided in Subsection 107.15. Rebuild, repair, restore and make good all injuries, losses, or damages to any portion of the work or the materials occasioned by any cause before its completion and acceptance and bear the expense thereof, except as otherwise expressly provided in Subsection 203.03.09, and Subsection 619.03.01, for object markers and guide posts, and except for such injuries, losses or damages as are directly and approximately caused by acts of the Federal Government or the public enemy. Where necessary to protect the work or materials from damage, at own expense, provide suitable drainage of the roadway and erect such temporary structures as are necessary to protect the work or materials from damage. The suspension of the work from any cause whatever shall not relieve responsibility for the work and materials as herein specified. If ordered, at own expense, properly store materials which have been partially paid for by the State or which have been furnished by the State. Provide such storage on behalf of the State and the State shall at all times be entitled to the possession of such materials, and promptly return the same to the site of the work when requested. Do not dispose of any of the materials so stored except on written authorization.

107.17 Contractor's Responsibility for Utility Property and Service. Where operations are adjacent to properties of Railroad, utility or television cable companies, or are adjacent to other property, damage to which might result in considerable expense, loss or inconvenience, do not commence work until all arrangements necessary for the protection thereof have been made.

Do not begin any operations which may interfere with or impair the normal service being rendered by public or private utility operators, until such operators have been notified. Cooperate with the owners of any underground or overhead utility lines in their removal and rearrangement operations in order that these operations may progress in a reasonable manner, and that duplication of rearrangement work may be reduced to a minimum, and that services rendered by those parties will not be unnecessarily interrupted. Be responsible for the protection of the property of public or private utilities within the limits of the work.

In general, the repair and adjustment of street structures such as pipe lines, services, telephone, and electric lines, above or below the ground, will be made by the owners thereof. When included in the proposal, the adjustment of sewer manhole frames and covers, inlets and catch basin frames and covers and the like, will be within the Contractor's responsibility. See that they are adjusted to conform to the lines, grades, and typical cross sections as shown on the plans, or as prescribed, even if the repairs and the roughing-in work were performed by others.

Maintain pipes or other construction in continuous service as far as practicable and properly protect and support. Do not interrupt water service outside of working hours.

At all times allow the fire department access to fire hydrants. Do not place materials or other obstructions closer to a fire hydrant than permitted by ordinances, rules, or regulations or within 4.5 m (15 ft) of the fire hydrant in the absence of such ordinances, rules, or regulations.

Give notice in writing to the proper authorities in charge of streets, gas, water pipes, electric and other conduits, Railroads, poles, manholes, catch basins and all other property that may be affected by the operations, not less than 2 working days, but not more than 14 days before breaking ground.

In the event of interruption to water or utility services as a result of accidental breakage, promptly notify the proper authority. Cooperate with said authority in the restoration of service as promptly as possible.

Utility installations shown on the plans are located according to best information obtained by the Department; however, consider it normal and expected that elevations and alignment of said utilities may vary from that shown on the plans, and also that utilities may be encountered that are not shown on the plans. The Contractor is solely responsible for ascertaining the actual location of all utility installations prior to beginning any excavation or other construction activity which may affect any utility installation. Consider it normal and expected that utilities will prove to be an impediment to the operations and that use of other than the usual equipment and construction methods in accomplishing the necessary work over, around or under such utility installations may be necessary.

Locate and properly protect all utility installations. Repair all utility installations that are damaged by, or due to, operations or negligence.

See Subsection 105.06.

Contact “UNDERGROUND SERVICE ALERT” not less than 2 working days, but not more than 14 days, before starting any excavation. Contact by telephone and comply with all instructions so received. The toll free number is 1-800-227-2600.

If an underground facility must be located or adjusted for construction operations and its location is different from that shown on the plans, additional compensation may be received. This compensation will be for the difference between the costs incurred in finding the actual location of the facility and the costs of finding the reputed location of the facility and will be paid for as extra work.

107.18 Furnishing Right of Way. The Department will be responsible for the securing of all rights of way shown in the plans.

107.19 Personal Liability of Public Officials. In carrying out any of the provisions of these specifications or in exercising any power or authority granted to them by or within the scope of the contract, there shall be no liability upon the Directors, Engineer, or their authorized representatives, either personally or as officials of the State, with it being understood that in all such matters they act solely as agents and representatives of the State.

107.20 No Waiver of Legal Rights. The Department shall not be precluded or estopped by any measurements, estimate or certificate made either before or after the completion and acceptance of the work and payment therefore, from showing the true amount and character of the work performed, and materials furnished, nor from showing that any such measurements, estimate or certificate is untrue or is incorrectly made, nor that the work or materials do not in fact conform to the contract. The Department shall not be precluded or estopped, notwithstanding any such measurement, estimate, or certificate and payment in accordance therewith, from recovering from the Contractor or his sureties or both, such damages as it may sustain by reason of his failure to comply with the terms of the contract. Neither the acceptance by the Department, or any representative of the Department, nor any payment for or acceptance of the whole or any part of the work, nor any extension of time, nor any possession taken by the Department, shall operate as a waiver of any portion of the contract or of any power herein reserved, or of any right to damages. A waiver of any breach of the contract shall not be held to be a waiver of any other or subsequent breach.

107.21 Dust Control. Control dust originating from traffic, plant or construction operations either inside or outside the right of way at all times according to Federal, State and local laws, ordinances, and regulations at own expense.

107.22 Failure to Maintain Dust Control. Immediate notification will be given in writing for failure to maintain adequate dust control and may result in immediate suspension of construction operations. If failing to

remedy unsatisfactory dust control within 1 hour after receipt of such notice, the Engineer may immediately proceed to take necessary action to maintain dust control and the entire cost of this maintenance will be deducted from money due or to become due.

SECTION 108

PROSECUTION AND PROGRESS

108.01 Subletting of Contract. Do not sublet, sell, transfer, assign, or otherwise dispose of the contract or contracts or any portion thereof or right, title or interest therein, without prior written consent of the Engineer and of the surety. The subcontractor or assignee shall not have any claim against the Department by reason of the approval of the subcontract or assignment.

Submit requests for permission to sublet, assign, or otherwise dispose of any portion of the contract in writing and accompany with a letter showing that the organization which will perform the work is particularly experienced for such work.

Consent to sublet, assign, or otherwise dispose of any portion of the contract shall not be construed to relieve the Contractor of his liability under the contract and bonds. Without exception and before the performance of any work by a subcontractor, submit a request to sublet and 2 certified copies of a fully executed subcontract between the Contractor and the subcontractor. This also applies to lower tier subcontracts.

In preparing such copies the prices agreed upon for the work may be omitted, except as follows:

(a) The type, amount, and price for partial items of work must be clearly indicated.

(b) Subcontracts with DBE firms must clearly show the type, amount, and agreed price for the work.

The subcontractors shall not begin work on the contract until after these documents have been reviewed and approved.

All subcontractors and assignees of the prime or general Contractor shall be required to comply with the provisions of NRS 408.373 in the same manner as the prime or general Contractor.

See the paragraph contained in Subsection 110.01 pertaining to Title 29, Code of Federal Regulations, Part 1926.

See Subsection 102.03 for subcontractor information required on the day of bid opening.

According to NRS 338.141 do not substitute any person for a subcontractor who is named in the bid, unless:

(a) The Department objects to the subcontractor, requests in writing a change in the subcontractor and pays any increase in costs resulting from the change; or

(b) The substitution is approved by the Department and:

1. The named subcontractor, after having a reasonable opportunity, fails or refuses to execute a written contract with the Contractor which was offered to the subcontractor with the same terms that all other subcontractors on the project were offered;

2. The named subcontractor files for bankruptcy or becomes insolvent; or

3. The named subcontractor fails or refuses to perform his subcontract within a reasonable time.

Contract bid prices will prevail for purposes of computing the monetary value of all subcontracts.

Perform with own organization, work amounting to not less than 50% of the combined value of all items of the work covered by the contract except as follows:

(a) If electing to furnish materials for work to be performed by an approved subcontractor and the materials are not obtained from the same firm that is to perform the work of incorporating said materials into the project, the cost of said materials, when set forth in a written statement accompanying the subcontract agreement or contained therein, will be excluded from amounts applicable to the subcontracted percentage.

When a firm both sells materials to a Contractor and performs the work of incorporating the materials into the project, these 2 phases of work must necessarily be considered in combination and, as in effect, constituting a single subcontract.

(b) When performed by subcontract, any items that have been selected as "Specialty Items" for the contract will be excluded from amounts applicable to the subcontracted percentage. "Specialty Items" for the contract will be listed as such in the special provisions. Do not construe "Specialty Items" as being "(a) Specialized Work" as described in Subsection 109.03.

The contract amount bid for "Specialty Items" so performed by subcontract will be deducted from the original total contract price before computing the amount of work required to be performed by the Contractor with his own organization.

Roadside production of materials is construed to be the production of crushed stone, gravel, or other material with portable or semi-portable crushing, screening, or washing plants, established or reopened in the vicinity of the work for the purpose of supplying materials to be incorporated into the work. Roadside production of materials will be considered subcontracting if performed by other than the Contractor.

The Department and the Contractor will not recognize any subcontractor on the work as a party to the contract. Nothing contained in any subcontract shall create any contractual relation between the subcontractor and the Department. The Contractor will be held solely responsible for the progress of the work according to the progress required.

Insert in each subcontract all of the following contract provisions, copies of which are contained in the Special Provisions:

(a) LABOR PROVISIONS: The "DESIGNATED HOURLY MINIMUM WAGE RATES" supplied by the United States Department of Labor and the Labor Commissioner of the State of Nevada.

(b) FORM FHWA-1273: The "REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS (Exclusive of Appalachian Contracts)" AND "APPENDIX A."

(c) The "ADDITIONAL CONTRACT PROVISIONS—SUPPLEMENT TO THE WEEKLY CERTIFIED PAYROLLS."

(d) The "STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT SPECIFICATIONS (EXECUTIVE ORDER 11246)."

(e) The "ADDITIONAL CONTRACT PROVISIONS—SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES."

(f) The "ADDITIONAL CONTRACT PROVISIONS—EQUAL EMPLOYMENT OPPORTUNITY Training Special Provisions."

(g) The certification on "RESTRICTIONS ON LOBBYING USING APPROPRIATED FEDERAL FUNDS."

Insert the following statements in each subcontract:

"NON-DISCRIMINATION IN EMPLOYMENT
AND CONTRACT LABOR PROVISIONS"

"In connection with the performance of work under this contract, the CONTRACTOR agrees not to discriminate against any employee or applicant for employment because of race, creed, color or National origin; and further agrees to insert the foregoing provisions in all subcontracts hereunder."

"Also included, and made a part of this subcontract agreement are the necessary Labor Provisions, including the "Designated Wages" as determined from wages supplied by the United States Department of Labor and the Labor Commissioner of the State of Nevada; Form FHWA-1273, the "Required Contract Provisions, All Federal-aid Construction Contracts (Exclusive of Certification Acceptance and Appalachian Contracts)"; the "Contract Work Hours Standards Act—Overtime Compensation."

"Compliance with the Provisions of NRS 338.125 is mandatory insofar as it does not conflict with the above provisions of Title VI of the Civil Rights Act of 1964," a pertinent portion is as follows:

> "In connection with the performance of work under this contract, the contractor agrees not to discriminate against any employee or applicant for employment because of race, creed, age, color, national origin or sex. Such agreement shall include, but not be limited to, the following: 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."

"NOTICE TO PROSPECTIVE SUBCONTRACTORS AND MATERIAL SUPPLIERS OF REQUIREMENT FOR CERTIFICATION OF NONSEGREGATED FACILITIES"

"A Certification of Nonsegregated Facilities as required by the May 9, 1967, Order of the Secretary of Labor (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, must be executed by each subcontractor and material supplier prior to the award of the subcontract or consummation of a material supply agreement if such subcontract or agreement exceeds $10,000 and is not exempt from the provisions of the Equal Opportunity Clause."

"Subcontractors and material suppliers are cautioned as follows: By signing the subcontract or entering into a material supply agreement, the subcontractor or material supplier will be deemed to have signed and agreed to the provisions of the "Certification of Nonsegregated Facilities" in the subcontract or material supply agreement. This certification provides that the subcontractor or material supplier does not maintain or provide for his employees facilities which are segregated on the basis of race, creed, color, or national origin, whether such facilities are segregated by directive or on a de facto basis. The certification also provides that the subcontractor or material supplier will not maintain such segregated facilities."

"Subcontractors or material suppliers receiving subcontract awards or material supply agreements exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for construction contracts and material suppliers where the subcontracts or material supply agreements exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause."

Also insert in each subcontract agreement, a clause requiring subcontractors to include the contract provisions mentioned herein in any lower tier subcontracts which they may enter into, together with a clause requiring the inclusion of these provisions in any further subcontracts that may in turn be made. The contract provisions shall in no instance be incorporated by reference.

The following shall apply to subcontracts with "DBE" firms as defined in Subsection 101.03:

NDOT will require the prime Contractor to make good faith effort in replacing a defaulting DBE subcontractor that is unable to perform successfully, with another DBE subcontractor. NDOT will approve all substitutions of subcontractors during contract performance in order to ensure that the substitute firms are eligible DBEs. In order to obtain a DBE replacement, it is possible that a prime Contractor will incur extra costs for recruitment or take extra time. NDOT will compensate the prime Contractor for documented reasonable recruitment expenses and will allow additional time for documented delays in the overall completion of the contract.

108.02 Notice to Proceed. An official "Notice to Proceed" specifying the date by which construction operations shall be started will be issued. Commence work not later than the date set forth in the "Notice to Proceed." The date set forth in the "Notice to Proceed" shall not be less than 30 days after the "Notice to Proceed" is issued. Do not begin work before the date set forth in the "Notice to Proceed" unless requesting such in writing and receiving permission. In no case, however, begin work before the date of approval of the contract. Contract time will begin on the date specified in the "Notice to Proceed," unless operations begin at an earlier date, in which case the date that such operations were begun will apply.

The Department may issue the "Notice to Proceed" at the time it issues the "Notice of Award" of the contract. In this case, the time set forth in the "Notice to Proceed" will run while the contract is being signed by all parties.

108.03 Prosecution and Progress.

(a) General. After being awarded the contract, prepare and submit for acceptance the progress schedules as specified herein showing the order in which the work is proposed to be carried out.

Do not construe the approval of any schedule submitted to assign responsibility of performance or contingencies to the Department or relieve responsibility to adjust forces, equipment, and work schedules as may be necessary to insure completion of the work within prescribed contract time. Regardless of the number of working days or completion date indicated on the progress schedule, liquidated damages will be assessed according to Subsection 108.09.

Any contingency (difference in time between the projects early completion and required contract completion date) in this schedule belongs to the project, not any one party to the contract.

The progress schedule may be used as a basis for establishing major construction operations and as a check on the progress of work. Provide sufficient materials, equipment, and labor to guarantee the completion of the project according to the plans and specifications within the prescribed contract time. Should the prosecution of the work for any reason be discontinued, give notification at least 24 hours in advance of resuming operations.

In addition to hard copies of plots and reports, submit the supplemental progress schedule on a floppy disk. The submittal of satisfactory supplemental progress schedules including preliminary progress, progress, monthly updates, and supplemental progress schedules shall be considered as a necessary portion of the work; therefore, partial payments as set forth under Subsection 109.06 may not be forthcoming until this requirement is complied with.

The supplemental progress schedules and monthly updates shall not alter the logic previously established in the preliminary progress schedule or progress schedule unless requested and approved in writing.

(b) Preliminary Progress Schedule. Submit 4 copies of a preliminary progress schedule within 14 days of the "Notice of Award," and no later than 7 days before the Preconstruction Conference. As a minimum, show the first 30 working days on this schedule, including such activities as mix designs, procurement, shop drawings, aggregate source acceptance, material sampling, mix design preparation, fabrication, submittals, mobilization, demobilization, and activities or phases of work.

Acceptable formats for the preliminary progress schedule include bar chart, Gantt chart, arrow diagram (activity on arrow), precedence diagram, pure logic diagram (activity on node), or time-scaled logic diagram. Provide sufficient detail to allow day-to-day monitoring of proposed operations. Allow 10 days for review and acceptance or rejection of the preliminary progress schedule. Participate in a review and evaluation of the preliminary progress schedule with the Engineer, as requested. Provide requested revisions to the preliminary progress schedule within 10 days. Provide a floppy disk which contains the preliminary project schedule files, in .mpx or an approved compatible format, which can be accessed by the Department's current version of "Primavera" software scheduling program.

(c) Progress Schedule. Within 15 days after acceptance of the preliminary progress schedule, submit 4 copies of a project schedule. Designate at the time of submittal of the progress schedule, in writing, an authorized representative who will be responsible for the preparation, revision, and updating of the progress schedule. Allow 15 days for review and acceptance or rejection of the progress schedule. Participate in a review and evaluation of the progress schedule with the Engineer, as requested. Provide requested revisions to the progress schedule within 10 days.

Acceptable formats for the progress schedule include arrow diagram (activity on arrow), precedence diagram, pure logic diagram (activity on node), or time-scaled logic diagram. Regardless of format, utilize a critical path method. Projects of 60 working days or less duration may use any of the acceptable formats listed for preliminary progress schedules.

For projects of over 60 working days duration, provide a floppy disk which contains the preliminary project schedule files, in .mpx or an approved compatible format, which can be accessed by the Department's current version of "Primavera" software scheduling program.

Provide a graphic network diagram showing the elements of the project in detail and an entire project summary. Show the order and interdependence of activities and the sequence in which the work is to be accomplished. Include the description, activity number, estimated duration in working days, and all activity relationship lines for each activity in the graphic network diagram.

Activity durations shall not exceed 10 working days in length. Exceptions would include procurement activities and work activities which may be considered routine once they are commenced. Provide a plot of the schedule in an acceptable size, scale, and format. Show the order and interdependence of activities and the sequence of work. Prominently distinguish critical activities on all reports by the use of color or other acceptable means. Successors may not be required for certain activities which are not on the critical path, if it can be reasonably assumed that the activity in question is not critical and must be completed sometime before project completion.

Provide a mathematical analysis of the network diagram which includes the following information as a minimum for each activity:

1. Preceding and succeeding event numbers.
2. Activity description and number.
3. Estimated duration of activities.

4. Early start date (by calendar date).
5. Early finish date (by calendar date).
6. Late start date (by calendar date).
7. Late finish date (by calendar date).
8. Slack or float.
9. Activity constraints.

If the precedence technique is used, submit a schedule report which includes a calendar in working days, a network report sorted by early start, a network report sorted by total float, and a logic table report sorted by work item which indicates the complete preceding and succeeding logic ties. If the arrow technique is utilized, submit a schedule report which includes a calendar in working days, a network report sorted by early start, a network report sorted by I-J numbers, and a network report sorted by float time and I-J numbers.

Neither the Contractor nor the Engineer shall own the "slack" or "float," which is the amount of time between the early start date and the late start date, or the early finish date and the late finish date, of any activity or group of activities in the schedule.

(d) Monthly Updates. On projects over 120 working days duration, submit a monthly update before the end of the month. In addition to hard copies of plots and reports, provide the files on a floppy disk. Provide tabulation reports for I-J or activity numbers, total float, early start, and, for precedence schedules, a logic report of proceeding and succeeding activities with all restraints indicated. Provide a report showing the activities, or portions of activities, completed during the reporting period. State the percentage of the work actually completed and scheduled, the remaining duration, and the progress along the critical path in terms of days ahead or behind the allowable dates as of the report date. Indicate any changes made to the progress schedule. Participate in a review and evaluation of the monthly update with the Engineer, as requested. Provide requested revisions to the monthly update within 10 days.

(e) Supplemental Progress Schedule. Submit a supplemental progress schedule if, the project is determined to be behind schedule. Include a revised network diagram and mathematical analysis showing the proposed revised schedule. The conditions under which revisions of the progress schedule will be required include the following:

1. When delay in completion of any work item or sequence of work items results in an estimated extension of project completion by either 20 working days or 5% of the remaining duration of time to complete the project, whichever is less.
2. When delays in submittals or deliveries make replanning or rescheduling of the work necessary.
3. When the schedule does not represent actual prosecution and progress of the work.
4. When any change to the sequence of activities, the completion date for major portions of the work, or changes occur which affect the critical path.
5. When contract modification necessitates schedule revision.

108.04 Limitation of Operations. Conduct the work at all times in such a manner and in such sequence as will assure the least interference with traffic. Provide due regard to the location of detours and to the provisions for handling traffic. Do not open up work to the prejudice or detriment of work already started. Finishing a section on which the work is in progress may be required before work is started on any additional sections if the opening of such section is essential to public convenience.

No work will be required on Saturdays, Sundays or State recognized holidays. If, however, electing to work on such days, those days worked will be charged as working days. Give notice of intention to work on the aforementioned days at least 48 hours in advance of such work. State recognized holidays are enumerated in Subsection 101.03, for "Holidays."

The Engineer may give notification in writing and require cessation of construction operations the day before, during, and the day after said holidays, or at any other time if operations are of such nature, the project is so located, and traffic is of such volume that it is deemed expedient to do so.

Do not permit traffic on any part of the completed prime coat, plantmix bituminous surface, plantmix bitu-

minous open-graded surface, seal coat, cement treated base or Portland cement concrete pavement until authorized.

Use hauling vehicles transporting materials to and from the project either empty or loaded meeting the requirements and complying with laws and regulations as would be required when traveling on a public street or highway for any other purpose.

During nonworking hours, park vehicles and equipment a minimum of 9 m (30 ft) from the pavement edge of the traveled way over which public traffic is directed unless separated by guardrail or concrete barrier rail.

Locate employee parking within "cleared" right of way and a minimum of 9 m (30 ft) from the pavement edge of the traveled way over which public traffic is directed unless separated by guardrail or concrete barrier rail.

Do not store or stockpile materials and supplies within 9 m (30 ft) of a travel lane unless separated by guardrail or concrete barrier rail.

Do not dispose of concrete slabs, concrete foundations, old bituminous surfacing, or other debris in median or interchange quadrant areas.

Do not remove existing fence until new or temporary fences have been constructed in a manner that will prevent pedestrians, children, livestock, or pets from entering upon or crossing the right of way or straying from their appointed area. Provide such additional temporary fencing and gates as may become necessary to properly control such movement during construction. Such temporary fencing and gates will not be measured for payment but the cost thereof shall be considered as included in the contract unit price bid for other items of work.

Where speed zones are established or where traffic is controlled either for safety of the traveling public or for protection of the work, do not exceed equipment speeds as ordered.

Carry out installation of cross drainage pipe which carry water for irrigation or stockwater purposes so as to provide for a minimum delay of water service. Make satisfactory arrangements with the users of the water relative to their needs for such purposes.

Give notification in writing 18 hours in advance of any major deck pour. At this time the portion of the deck to be poured shall be complete and ready to accept concrete. At the discretion of the Engineer, minor deficiencies may be corrected during this 18 hour period.

Before placing any plantmix bituminous material, deliver and place shouldering material on the shoulders ahead of the paving operation. Spread and compact shouldering material in a manner that will accommodate emergency parking for public traffic.

Limit paving operation so that the shouldering up operation is not more than one day behind the placement of the final lift of dense-graded plantmix bituminous surface. To accomplish this, place shouldering material to the finished side slopes so that the shouldering material is flush with the top of the new dense-graded plantmix bituminous surface. If more than 2 lifts of dense-graded bituminous surface are to be placed, and traffic is allowed to use the roadway, blade up shouldering material flush with the top of the second lift of the new dense-graded bituminous surface within one day after the placement of the second lift of the dense-graded bituminous surface.

Shoulder up again after placement of the plantmix bituminous open-graded surface.

See Section 624 regarding accommodations for public traffic.

Note that other Contractors may be working on other contracts in the area of this contract. In the event of concurrent work, coordinate operations with the other Contractors in such a manner that all requirements, restrictions and stipulations specified in the specifications are met.

Remove existing mailboxes and install new mailboxes in a manner that will not disrupt or prevent the U.S. Postal Service from mail pick up or delivery.

During the removal and installation of cattle guards and culvert pipes, maintain access for public traffic. Remove and install cattle guards and culvert pipes $^1/_2$ roadway width at a time. Once the work is started on the removal and/or installation of the cattle guard and culvert pipe, work diligently and continuously until all lanes of traffic can safely accommodate public traffic.

Remove only as much guardrail as can be replaced during the same shift, or protect the area with portable precast concrete barrier rail at no direct payment.

Place plantmix ramps with a minimum of 1:50 (50:1) transition before opening to public traffic where cold milling is adjacent to cross streets and permitted approaches.

Perform concrete work prior to cold milling/paving adjacent travel lanes.

During removal and reconstruction of the curb ramps, maintain alternate pedestrian access at all times. Backfill all drop offs at excavations for the curb ramps with aggregate base in the event the concrete is not replaced within the next day. Complete the curb ramps at the intersections one quadrant at a time, so that pedestrian traffic is allowed at the other three quadrants. Do not work on more than 4 consecutive sidewalk ramps at one time. Complete and reopen the ramp to the public within 2 days following the removal. Failure to comply with this time constraint will result in the assessment of liquidated damages according to Subsection 108.09.

This contract, as described in the Contract Documents, Plans and Special Provisions, is in compliance with Section 404 of the Clean Water Act and shall be constructed under a nationwide Department of the Army (DA) Permit subject to the following conditions. Failure to comply with these conditions will be cause for the DA District Engineer to recommend that the DA Division Engineer take discretionary authority to regulate the activity on an individual basis:

(a) No discharge of dredged or fill material may occur in the proximity of a public water supply intake.

(b) No discharge of dredged or fill material may occur in areas of concentrated shellfish production.

(c) No discharge of dredged or fill material may consist of unsuitable material (e.g., trash, debris, car bodies, etc.) and material discharged must be free from toxic pollutants in toxic amounts (see Section 307 of the Clean Water Act).

(d) Discharges of dredged or fill material into waters of the United States must be minimized or avoided to the maximum extent practicable at the project site (i.e., on site), unless the DA District Engineer has approved a compensation mitigation plan for the specific regulated activity.

(e) Discharges in spawning areas during spawning seasons must be avoided to the maximum extent practicable.

(f) To the maximum extent practicable, discharges must not permanently restrict or impede the passage of normal or expected high flows or cause the relocation of the water (unless the primary purpose of the fill is to impound waters).

(g) If the discharge creates an impoundment of water, adverse impacts on the aquatic system caused by the accelerated passage of water and/or the restriction of its flow shall be minimized to the maximum extent practicable.

(h) Discharges into breeding areas for migratory waterfowl must be avoided to the maximum extent practicable.

(i) Any temporary fills must be removed in their entirety and the affected areas returned to the preexisting elevation.

(j) No activity may cause more than a minimal adverse effect on navigation.

(k) Any structure or fill authorized shall be properly maintained, including maintenance to ensure public safety.

(l) Appropriate erosion and siltation controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills must be permanently stabilized at the earliest practicable date.

(m) No activity may substantially disrupt the movement of those species of aquatic life indigenous to the waterbody, including those species which normally migrate through the area, unless the activity's primary purpose is to impound water.

(n) Heavy equipment working in wetlands must be placed on mats or other measures must be taken to minimize soil disturbance.

(o) No activity may occur in a component of the National Wild and Scenic River System.

(p) No activity or its operation may impair reserved tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights.

(q) No activity is authorized under any nationwide permit which is likely to jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act, or which is likely to destroy or adversely modify the critical habitat of such species.

108.05 Character of Workers; Methods and Equipment. At all times employ sufficient labor and equipment for prosecuting the several classes of work to full completion in the manner and time required by these specifications.

Use workmen of sufficient skill and experience to perform properly the work assigned to them. Provide workmen engaged in special or skilled work of sufficient experience in such work and in the operation of the equipment required to perform all work properly and satisfactorily.

Remove forthwith at written request, any person employed who, does not acceptably perform his work in a proper and skillful manner or is intemperate or disorderly, and do not employ again in any portion of the work without approval.

For failure to remove such person or persons as required above, or failure to furnish suitable and sufficient personnel for the proper prosecution of the work, the work may be suspended by written notice until such orders are complied with.

Provide equipment of sufficient size and in such mechanical condition as to meet requirements of the work and to produce a satisfactory quality of work. Use equipment which does not cause injury to the roadway, adjacent property or other highway from its use.

When the methods and equipment to be used in accomplishing the construction are not prescribed in the contract, use any methods or equipment that satisfactorily demonstrates they will accomplish the contract work in conformity with the requirements of the contract.

When the contract specifies that the construction be performed by the use of certain methods and equipment, use such methods and equipment unless others are authorized. To receive such authorization, submit request in writing and include a full description of the methods and equipment proposed to be used and an explanation of the reasons for desiring to make the change. If approved, it will be on the condition that work shall be produced in conformity with contract requirements. If, after trial use of the substituted methods or equipment, it is determined that the work produced does not meet contract requirements, discontinue the use of the substitute method or equipment and complete the remaining construction with the specified methods and equipment. Remove the deficient work and replace it with work of specified quality, or take such other corrective action as directed. No change will be made in basis of payment for the construction items involved nor in contract time as a result of authorizing a change in methods or equipment under these provisions.

See NRS 338.125 and NRS 613.250.

For failure to comply with NRS 338.130 the contract will be subject to termination according to Subsection 108.10.

108.06 Temporary Suspension of Work. The Engineer will have the authority to suspend the work wholly or in part, for such period as he may deem necessary, due to unsuitable weather or to such other conditions as are considered unfavorable for the suitable prosecution of the work, or for such time as he may deem necessary due to the failure on the part of the Contractor to carry out orders given, or to perform any provision of the contract. Immediately comply with the written order to suspend the work wholly or in part. Resume the suspended work when conditions are favorable and methods are corrected, as ordered or approved in writing.

If a suspension of work is ordered by reason of the failure to carry out orders or to perform any provision of the contract, or by reason of weather conditions being unsuitable for performing any item or items of work, which work, could have been performed before the occurrence of such unsuitable weather conditions had the work been diligently prosecuted when weather conditions were suitable, perform all the work necessary to provide a safe, smooth and unobstructed passageway through construction for use by public traffic during the period of such suspension as provided in Subsection 107.07, and as specified in the Special Provisions for the work. For failure to perform the work above specified, the Department will perform such work and the cost thereof will be deducted from money due or to become due.

If a suspension of work is ordered due to unsuitable weather conditions, and the work was prosecuted with energy and diligence before the time that operations were suspended, the cost of providing a smooth and unobstructed passageway through the work will be paid for as extra work as provided in Subsection 104.03, or at the option of the Engineer, such work will be performed by the Department at no cost to the Contractor.

If ordered to suspend all of the work or a portion of the work which is the current controlling operation or operations, due to unsuitable weather or to such other conditions as are considered unfavorable to the suitable prosecution of the work, the days on which the suspension is in effect shall not be considered working days as defined in Subsection 101.03, for "Working Day." If a portion of work at the time of such suspension is not a current controlling operation or operations, but subsequently does become the current controlling operation or operations, the determination of working days will be made on the basis of the then current controlling operation or operations.

If a suspension of work is ordered, due to the failure to carry out orders given or to perform any provision of the contract, the days on which the suspension order is in effect shall be considered working days if such days are working days within the meaning of the definition set forth in Subsection 101.03, for "Working Day."

A suspension of work under any of the conditions set forth in this Section, shall not relieve the responsibilities as set forth in Section 107.

Requests for additional compensation due to the ordered suspension of work shall be based on the following:

(a) If the performance of work is suspended or delayed by written order for an unreasonable period of time (not originally anticipated, customary, or inherent to the construction industry) and believing that additional compensation and/or contract time is due as a result of such suspension or delay, submit in writing a request for adjustment within 7 days of receipt of the notice to resume work. The request shall set forth the reasons and support for such adjustment.

(b) Upon receipt, the request will be evaluated. If agreed that the cost and/or time required for the performance of the contract has increased as a result of such suspension and the suspension was caused by conditions beyond the control of and not the fault of the Contractor, its suppliers, or subcontractors at any approved tier, and not caused by weather, an adjustment (excluding profit) and modification to the contract will be made in writing accordingly. Notification of the determination of whether or not an adjustment of the contract is warranted will be made.

(c) No contract adjustment will be allowed unless the request for adjustment was submitted within the time prescribed.

(d) No contract adjustment will be allowed under this clause to the extent that performance would have been suspended or delayed by any other cause, or for which an adjustment is provided for or excluded under any other term or condition of this contract.

108.07 Preconstruction Conference. After the contract has been awarded and before commencing work, the Engineer may designate a time and place satisfactory to the Contractor for a preconstruction conference. At such time the detailed requirements will be outlined to be followed in performance of the contract.

108.08 Determination and Extension of Contract Time. The contract time for completion will be fixed by the Department, and will be stated in the Special Provisions, either as a calendar date or based on a number of working days. See Subsection 101.03, for "Working Day."

Perform the work in an acceptable manner within the time stated in the contract except that the contract time for completion may be adjusted as follows:

(a) Based on the merits of specific circumstances encountered during the term of the contract, the Engineer may adjust the contract time allowed to complete the work. Any such adjustment of time shall be in writing.

(b) In case of ordered suspension of major items of work and through no fault of the Contractor, the time for completion shall be extended an amount equal to the elapsed time between effective dates of order to suspend and order to resume.

(c) When delays occur due to unforeseen causes beyond the control and without the fault or negligence of the Contractor, including, but not restricted to acts of God, acts of the public enemy, acts of government agency, fires, floods, epidemics, strikes and freight embargoes, the time for completion shall be extended an amount determined to be equivalent to the delays; provided, however, written request for such exten-

sion of time is made within 10 days after the beginning of such delay. No allowance shall be made for delay or suspension of the work due to fault of the Contractor.

Certain critical materials such as, steel, copper, aluminum and bituminous products may be difficult to obtain due to a nationally recognized shortage or defense needs. Make every reasonable effort necessary to order and procure all such critical materials sufficiently in advance so as not to delay the completion of the project. Should a delay occur in obtaining critical materials that were properly ordered, the time for completion of the contract may be extended an amount determined to be equivalent to the delay in project progress due to said delay in obtaining critical materials provided:

(a) The delay in furnishing critical materials was due to defense needs or nationally recognized shortage.

(b) That satisfactory evidence is furnished that adequate steps were taken for a guaranteed delivery date from his supplier.

(c) That paragraph "(a)" above is properly certified to by not less than three suppliers of the material. If three suppliers are not available, so certify and supply certification from such suppliers as there are.

(d) That the Department does not find a source when notified of the shortage by the Contractor.

(e) That such material is obtained from the first source available after such certification.

The contract time shall begin as set forth in Subsection 108.02. When the final acceptance has been duly made as prescribed in Subsection 105.16, the daily time charge shall cease.

Working days will not be charged for seeding deposit areas, haul roads and that work set forth in Subsection 104.06, provided that all other work has been completed.

108.09 Failure to Complete the Work on Time. Time is an essential element of the contract and it is important that the work be pressed vigorously to completion. The cost to the Department of the administration of the contract, including engineering, inspection and supervision will be increased as the time occupied in the work is lengthened. The public is subject to detriment and inconvenience when full use cannot be made of an incomplete project.

For failure to complete the work within the time specified in the contract or within such extra time as may have been allowed by increases in the contract or by formally approved extensions granted by the Department, there will be deducted from any money or amounts due or that may become due, the sum set forth in the Special Provisions for each and every working day that the work remains uncompleted. This sum shall be considered and treated not as a penalty but as liquidated damages due the State by reason of inconvenience to the public, added cost of engineering and supervision and other items which have caused an expenditure of public funds resulting from his failure to complete the work within the time specified in the contract.

Permission to continue and finish the work or any part of it after the time fixed for its completion, or after the date to which the time for completion may have been extended, will in no way operate as a waiver on the part of the Department of any of its rights under the contract.

Working days normally will not be charged for seeding deposit areas, haul roads and that work set forth in Subsection 104.06 provided that all other work has been completed.

However based upon presumptive completion of all pay items, as determined by the Engineer, 30 days or 10% of the contract working days, whichever is greater, will be allowed to perform final clean up. If all work required in Subsection 104.06 is not finished within the above time charging of working days will be resumed until the final clean up has been completed.

108.10 Default and Termination of Contract. If the Contractor:

(a) Fails to begin the work under the contract within the time specified in the Notice to Proceed, or

(b) Fails to perform the work with sufficient workmen and equipment or with sufficient materials to assure the prompt completion of said work, or

(c) Performs the work unsuitably or neglects or refuses to remove materials or to perform such work as may be rejected as unacceptable and unsuitable, or

(d) Discontinues the prosecution of the work, or

(e) Fails to resume work which has been discontinued within a determined time after notice to do so, or

(f) Becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency, or

(g) Allows any final judgment to stand against him unsatisfied for a period of 5 days, or

(h) Makes an assignment for the benefit of creditors, or

(i) Fails to comply with contract requirements regarding minimum wage payments or Equal Employment Opportunity requirements, or

(j) For any other cause whatsoever, fails to carry on the work in an acceptable manner, notice will be given in writing to the Contractor and his surety of such delay, neglect or default.

If the Contractor or surety, within a period of 10 days after such notice, shall not proceed in accordance therewith, then the Engineer shall have full power and authority without violating the contract, to take the prosecution of the work out of the hands of the Contractor. The Engineer may, at his option, call upon the surety to complete the work according to the terms of the contract; or he may take over the work, including any or all materials and equipment on the project as may be suitable and acceptable, and may complete the work by force account, or may enter into a new agreement for the completion of said contract according to the terms and provisions thereof, or use such other methods as, in his opinion, will be required for the completion of said contract in an acceptable manner.

All costs and charges incurred by the Department, together with the cost of completing the work under the contract, will be deducted from any money due or which may become due. In case the expense so incurred by the Department is less than the sum which would have been payable under the contract if it had been completed by said Contractor, then said Contractor shall be entitled to receive the difference. In case such expense exceeds the sum which would have been payable under the contract, then the Contractor and his surety shall be liable and shall pay to the State the amount of said excess.

The contract or any portion thereof may also be ordered terminated in writing after determining that, for reasons beyond either Department or Contractor control, the Contractor is prevented from proceeding with or completing the work as originally contracted for, and that termination would therefore be in public interest. Such termination must be with the concurrence of the Board of Directors and with the approval of the FHWA when applicable.

If a contract, or a portion thereof, is terminated, it shall be subject to the following conditions:

(a) Completed items of work as of the date of termination will be paid for at the contract bid price. Payment for partially completed work will be made either at agreed prices or by force account methods described elsewhere in these specifications. Items which are eliminated in their entirety by such termination will be paid for as provided in Subsection 109.04. In no event will loss of anticipated profits be considered as part of any settlement.

(b) Acceptable materials obtained or ordered by the Contractor for the work and that are not incorporated in the work shall, at the option of the Contractor, be purchased from the Contractor based upon the delivered cost of the materials at such points of delivery as may be designated. Do everything possible to cancel unfilled orders.

(c) Termination of a contract or a portion thereof shall not relieve the Contractor of his responsibilities for the work completed nor shall it relieve his surety of its obligation for and concerning any claims arising out of the work performed.

(d) Submit any claim for loss or damages not covered above or elsewhere in these specifications within 60 days after receipt of the Order of Termination by the Contractor for the Director's acceptance or rejection. It is the intent of this Subsection that an equitable settlement between the parties be reached pursuant to negotiation.

108.11 Termination of the Contractor's Responsibility. Whenever the improvement contemplated and covered by the contract is completely performed and all parts of the work have been approved and accepted, according to the contract, and the final progress payment paid, obligations shall then be considered fulfilled, except as set forth in the contract bond and as provided in Subsection 107.11.

108.12 Right of Way Delays. If, through the failure of the State to acquire or clear right of way, a loss is sustained which could not have been avoided by the judicious handling of forces, equipment and plant, there will be paid to the Contractor such amount as may be found to be a fair and reasonable compensation for such part of the actual loss, as, in the opinion of the Engineer, was unavoidable, determined as follows.

Compensation for idle time of equipment will be determined in the same manner as determinations are made for equipment used in the performance of extra work paid for on a force account basis, as provided in Subsection 109.03, with the following exceptions:

(a) The time for which such compensation will be paid will be the actual normal working time during which such delay condition exists, but in no case will exceed 8 hours in any one day.

(b) The days for which compensation will be paid will be the working days charged to the contract except that no compensation will be paid for Saturdays, Sundays or holidays regardless of working days charged.

Understand actual loss to include no items of expense other than idle time of equipment and necessary payments for idle time of men, cost of extra moving of equipment, and cost of longer hauls. Compensation for idle time of equipment will be determined as provided in this Subsection and compensation for idle time of men will be determined as provided in Subsection 109.03, and no markup will be added in either case for overhead and profit.

If performance of work is delayed as the result of the failure of the Department to acquire or clear right of way, an extension of time determined pursuant to the provisions in Subsection 108.08, will be granted.

108.13 National Emergency and Termination of Contract. The State may, by written notice, with the approval of the FHWA where applicable, terminate the contract or a portion thereof when the Contractor is prevented from proceeding with the construction contract as a direct result of an Executive Order of the President with respect to the prosecution of war or in the interest of national defense.

When contracts, or any portion thereof, are terminated before completion of all items of work in the contract, payment will be made for the actual number of units or items of work completed at the contract unit price, or as mutually agreed for items of work partially completed or not started. No claim for loss of anticipated profits will be considered.

Reimbursement for organization of the work (when not otherwise included in the contract) and moving equipment to and from the job will be considered where the volume of work completed is too small to compensate for these expenses under the contract unit prices, the intent being that an equitable settlement will be made.

Acceptable materials, obtained for the work, that have been inspected, tested and accepted, and that are not incorporated in the work may, at the option of the Engineer, be purchased at actual cost as shown by receipted bills and actual cost records at such points of delivery as may be designated.

Termination of a contract or a portion thereof shall not relieve the responsibilities for the completed work, nor shall it relieve surety of its obligation for and concerning any just claims arising out of the work performed.

SECTION 109

MEASUREMENT AND PAYMENT

109.01 Measurement of Quantities. The measurement and determination of the number of units of each pay item will be made in general as prescribed hereinafter and specifically as set out under the "measurement" Subsection of the Section for each pay item.

Unless otherwise specified, measurement will be made when the work is in place, complete, and accepted, measurements will be made of the actual work performed, except work outside the design limits or other adjusted or specified limits (staked limits) will not be measured. Structures will be measured to the neat lines shown on the plans or to approved lines that have been adjusted to fit field conditions.

After the items of work are completed and before final payment is made, the quantities of the various items of work performed will be determined as the basis for final settlement for all other than lump sum contracts. In the case of unit price items, the actual amount of work performed and materials used will be paid for according to these specifications, as shown by the final measurements, unless otherwise specified.

Actual authorized quantities of work satisfactorily completed under the contract will be measured according to International System of Units (SI) measures for metric unit contracts, and United States Standard Measures for English unit contracts. Unauthorized wasting of material will be deducted and only such quantities as are actually incorporated in the completed work will be included in the final progress payment.

Unless otherwise specified, longitudinal measurements for area computations will be made horizontally, and no deductions will be made for individual fixtures having an area of 1 m^2 (9 ft^2) or less. Unless otherwise specified, transverse measurements for area computation will be the neat dimensions shown on the plans or ordered in writing.

In computing volumes of excavation, embankment and borrow, the average end area method will be used unless otherwise specified.

All items which are measured by the linear meter (linear foot) such as pipe culverts, underdrains, guardrails, etc., will be measured parallel to the base or foundation upon which such structures are placed, unless otherwise shown on the plans.

When water meters are required, the accuracy of the meters will be checked by comparing the actual mass of approximately 4,000 L (1,000 gal), or 4 m^3 (125 ft^3), as metered with the calculated mass using a reference density 1.00 kg/L (8.33 lb/gal) or 1,000 kg/m^3 (62.4 lb/ft^3). Unless otherwise specified, provide water meters accurate to within 2% of the indicated amount. The frequency of checking water meters will be determined.

The term "metric ton" shall mean 1,000 kg. The term "ton" shall mean the short ton consisting of 2,000 lb avoirdupois. Weigh all materials which are specified for measurement by the metric ton (ton) on certified scales set at designated locations. Weigh all materials on platform scales with the following exception: In lieu of platform scales, provide an automatic printer system which will print the masses of the material delivered, provided the system is used in conjunction with an approved automatic batching control system. Such evidence shall be evidenced by a weigh ticket for each load. Provide not less than ten 25 kg (50 lb) standard masses for testing the scales.

Furnish scales with a certificate of inspection by the Bureau of Weights and Measures. The scales shall be tested and inspected by the Bureau of Weights and Measures and a new inspection certificate required as often as deemed necessary, and after each scale move, in order to insure the accuracy of the scales. The cost of the initial scale inspection will be borne by the Department. Additional inspections shall be at own expense. Notify the Engineer and the Bureau of Weights and Measures a minimum of 7 days before the date needing a scale inspection.

Provide platform scales of sufficient size and capacity to weigh, in one operation, the entire loaded vehicle. Combination vehicles may be weighed as separate units, provided the connecting device between vehicles is so constructed that no mass other than that of the device itself is transmitted to either vehicle. When combination vehicles are used, level approaches to and from the scale platform for sufficient distance to accommodate that portion of the combination vehicle that is off the scale platform. In instances where combination vehicles are

weighed, level the approaches to and from the scale platform with the scale platform for a minimum distance of 15 m (50 ft) from each end of the scale platform.

If combination vehicles are utilized, make provisions to insure that all braking devices are disengaged during weighing operations as insurance against stresses being transmitted between either vehicle.

Construct the scale pit of sufficient width to permit access to all scale components for purposes of inspection, repair, cleaning and adjusting.

Use support members for platform scales per the manufacturers recommendations.

Equip platform scales with weatherproof housing so constructed as to protect the recording device and permit the weighmaster convenient access to all beams and dials. Provide housing not less than 1.8 m (6 ft) wide, 2.4 m (8 ft) long and 2.1 m (7 ft) high, and with 2 windows, adjustable for ventilation, one facing the scales, and equip with a suitable shelf. Provide heating, cooling, and electric lights when requested.

A hopper weight system of an approved type may be used. Furnish the hopper weight system with one master counter to run continuously and one remote counter which will print the mass in individual loads, then reset to zero automatically. Place the remote unit in a weatherproof house with 2 windows. One window shall face the point of loading and the hopper weight system. Also equip this window with a suitable shelf. Supply a controlled method of heating for cold weather operations.

If a hopper weight system is used, adhere to the following procedures:

(a) Calibrate the hopper weight system against the platform scales, which must have a certificate of inspection.

(b) At the beginning and middle of each shift, or as requested, reweigh 2 consecutive loads of material weighed over the hopper weight system on the platform scales. The total mass indicated by the hopper weight system on the 2 loads must check with the platform scale mass within 0.5%. If the hopper weight system weigh out of this tolerance, weigh all loads on the platform scales until the condition is rectified.

(c) Use consecutively numbered, individual weigh tickets with the hopper weight system masses stamped by the remote counter.

Unless otherwise specified, weigh materials shipped by rail over the authorized project scales before incorporation into the work.

Timber will be measured by the cubic meter (1,000 feet board measure, Mfbm) actually incorporated in the structure with no allowance for any waste except beveled ends. Measurement will be based on nominal widths and thicknesses, and the extreme length of each piece.

When a complete structure or structural unit (in effect, “lump sum” work) is specified as the unit of measurement, the unit will be construed to include all necessary fittings and accessories.

Haul materials for which measurements are obtained by the cubic meter (cubic yard) “loose measurement” or “measured in the vehicle” in approved vehicles and measured therein at the point of delivery. No allowance will be made for the settlement of material in transit. Vehicles for this purpose may be of any acceptable size or type, provided that the body is of such shape that the actual delivered contents may be readily and accurately determined and will remain constant. Unless all approved vehicles on the work are of uniform capacity, each vehicle must bear a plainly legible identification mark, indicating its specified approved capacity. Load all vehicles to at least their water level capacity and level loads when the vehicles arrive at the point of delivery. Loads not hauled in approved vehicles or of a quantity less than the specific approved quantity for the hauling vehicle will be subject to rejection and no compensation will be allowed for the hauling of the material.

The unit of measurement for liquid asphalts, emulsified asphalts and paving asphalts, when specified to be measured for payment, will be by the metric ton (ton) or liter (gallon).

Quantities of bituminous binders wasted or disposed of in a manner not called for under these specifications, or remaining on hand after completion of the work, will not be paid for.

When permitted, pay quantities of bituminous binder may be determined from volumetric measurements of the bituminous binder, in which case deliver the bituminous binder in calibrated tanks and accompany each tank with its proper measuring stick and a calibration card signed by a sealer of weights and measures and pay quantities will be determined by the following procedure.

The tank and stick calibrations shall be in metric units for metric unit contracts and English units for English

unit contracts. Reduce volumetric measurements at any temperature to the volume the material would occupy at 15.6 °C (60 °F), before converting the volumetric measurements to mass.

Use the following tables to convert volumes from liters (gallons) to mass:

Average Masses and Volumes of Liquid Asphalt at 15.6 °C (60 °F)

Grade MC or SC	L/metric ton (Gal/ton)	kg/L (lb/gal)
70	1,056 (253)	0.947 (7.9)
250	1,039 (249)	0.959 (8.0)
800	1,022 (245)	0.983 (8.2)
3000	1,005 (241)	0.995 (8.3)

Average Masses and Volumes of Asphalt Cement at 15.6 °C (60 °F)

Grade	L/metric ton (Gal/ton)	kg/L (lb/gal)
AC-2.5	993 (238)	1.007 (8.4)
AC-5, 10 or 20	981 (235)	1.019 (8.5)
AC-30 or 40	972 (233)	1.031 (8.6)
AC-20P	981 (235)	1.019 (8.5)

Average Masses and Volumes of Emulsified Asphalt at 15.6 °C (60 °F)

Type	L/metric ton (Gal/ton)	kg/L (lb/gal)
All grades	1,005 (241)	0.995 (8.3)

When converting the volume of liquid asphalt, asphalt cement or emulsified asphalt at any temperature to the volume at 15.6 °C (60 °F) use a conversion factor for correlation. Said conversion factors shall be those prescribed in "The Asphalt Institute" publication of "Manual Series No. 6."

Rental of equipment will be measured by time within 0.5 hours of actual working time and necessary traveling time of the equipment within the limits of the project. If equipment has been ordered on the job on a standby basis, half-time rates for the equipment will be paid.

When special equipment has been ordered in connection with force account work, travel time and transportation to the project will be measured as hereinafter outlined. For the use of special equipment moved in on the work and used exclusively for extra work paid for on a force account basis, the rental rates determined as provided in Subsection 109.03, and the cost of transporting the equipment to the location of the work and its return to its original location will be paid, all according to the following provisions:

(a) The original location of the equipment to be hauled to the location of the work will be agreed to in advance.

(b) The State will pay the costs of loading and unloading such equipment.

(c) The cost of transporting equipment in low bed trailers shall not exceed the hourly rates charged by established haulers.

(d) The rental period shall begin at the time the equipment is unloaded at the site of the extra work, shall include each day that the equipment is at the site of the extra work, excluding Saturdays, Sundays and legal holidays unless the extra work is performed on such days, and shall terminate at the end of the day on which the Engineer directs the Contractor to discontinue the use of such equipment.

(e) Should the Contractor desire the return of the equipment to a location other than its original location, the State will pay the cost of transportation by the above provisions, provided such payment shall not exceed the cost of moving the equipment to the work.

(f) Payment for transporting and loading and unloading equipment as above provided will not be made if the equipment is used on the work in any other way than upon extra work paid for on a force account basis.

Material wasted or disposed of in a manner not called for under the contract, material not unloaded from the transporting vehicle, material placed outside of the limits indicated or given on the plans, or material remaining on hand after completion of the work will not be paid for except as otherwise provided.

109.02 Scope of Payment. Unless otherwise provided under "Basis of Payment," payments will be made for the actual quantities of contract items performed according to the plans and specifications, and if, upon com-

pletion of the construction, these actual quantities show either an increase or decrease from the quantities given in the proposal, the contract unit prices will still prevail, except as provided in Subsections 109.04 and 104.02.

Except as provided in 107.16, accept the compensation, as herein provided, in full payment for the following:

(a) The work complete, including all supervision, labor, material, tools, equipment and incidentals necessary for all work contemplated and embraced under the contract;

(b) Any loss or damage due to the nature of the work, the action of the elements, strikes or lockouts;

(c) Accidents to employees or the public, or both;

(d) Unforeseen difficulties or obstructions which may arise or be encountered during the prosecution of the work;

(e) All risks whatsoever connected with the work under contract until it is accepted;

(f) All expenses incurred by or in consequence of, the suspension or discontinuance of the prosecution of the work as herein specified, and in completing the work and the whole thereof, including the carrying out of all the requirements of these "general requirements and covenants" in an acceptable manner according to the plans and specifications.

If the "Basis of Payment" clause in the specifications relating to any unit price in the proposal requires that the said unit price cover and be considered compensation for certain work or material essential to the item, this same work or material will not be measured or paid for under any other pay item except as provided for in Subsection 104.05.

Any partial payment or payment of any retained percentage, except by and under the approved final progress payment and voucher, in no way shall affect the obligation to repair or renew any defective parts of the construction or to be responsible for all damages due to such defects.

Those Subsections containing pay items of bituminous materials are subject to the following requirements:

It is agreed by the parties to the contract that (a) in case the bituminous material does not conform to the requirements set forth in Section 703, damage will be sustained by the Department, and that (b) it is extremely difficult to ascertain the actual damage which the Department will sustain; therefore, it is agreed the Contractor will pay to the Department as liquidated damages or the Department, at its option, may deduct from any money due or to become due the Contractor from the Department an amount set forth in the following schedule:

Number of Demerits	Liquidated Damage, $ per metric ton (ton)***	
From Section 703	All, except AC-20P or PG Grades	AC-20P or PG Grades
1-2	6 (5)	11 (10)
3-5	11 (10)	22 (20)
6-9	17 (15)	33 (30)
10-14	28 (25)	55 (50)
15-20	55 (50)	110 (100)
21-30*	75% of the cost of the asphalt product**	
31-40*	100% of the cost of the asphalt product**	
41* or more	Value and deduct to be determined	

*Remove and replace material shown by test to have 21 or more demerits. At the option of the Engineer, material having 21 or more demerits may be left in place; if such material remains in place, the demerits specified above shall be assessed as liquidated damages for said material. Material removed will not be paid for and the removal thereof will be at the Contractor's expense.

**Cost of the asphalt product will be based on the Engineer's Estimate or the Contractors bid, whichever is greater, per metric ton (ton) of the asphalt product. When a bid item is not provided for the bituminous material, the cost of the asphalt product will be specified in the Special Provisions.

***Liquidated damages for emulsified asphalts will be assessed per the diluted tonnage used. When a bid item is not provided for the bituminous material, the liquidated damages will be assessed on the tonnage calculated from the theoretical application rate or the Job Mix Formula.

109.03 Extra and Force Account Work. Extra work will be paid for according to the accepted contract change order or the accepted letter of authorization. Work specified in the order to be performed at agreed unit prices will be paid for in the same manner as proposal items.

When extra work paid for on a force account basis is performed by forces other than the Contractor's organization, reach agreement with such other forces as to the distribution of the payment made by the Department for such work. No additional payment therefore will be made by the Department by reason of the performance of the work by a subcontractor or other forces.

On all force account work, the plan of work to be followed, the equipment to be used, and the amount and class of labor to be employed shall be determined by the Engineer.

(a) Specialized Work: Whenever required to perform minor, originally unanticipated work of a specialized nature for which not properly equipped, the work may upon approval be performed by a local firm or specialist who is proficient in the type of work to be performed.

Payment for this work shall be the actual cost as evidenced by copies of invoices from the person or firm who performed the work. To the actual cost will be added the sum of 10% for profit and overhead with no further compensation therefore.

(b) Owner-Operators: Whenever authorized to utilize bona fide owner-operators on force account work, payment will be at the lump sum rate shown on the Contractor's payrolls which includes wages and equipment rental. To this lump sum rate shall be added the sum of 10% for the Contractor's profit and overhead with no further compensation therefore.

Work specified and performed on a force account basis will be paid for as follows:

(a) Labor. The cost of labor will be paid for the workmen (including foremen when authorized by the Engineer), used in the actual and direct performance of the work. The cost of labor, whether the employer is the Contractor, subcontractor, or other forces, will be the sum of the following:

1. Actual Wages Plus Vacation Pay plus Zone Rates. The actual wages and zone rates paid, plus vacation pay, which shall not include any employer payments to, or on behalf of, workmen for health and welfare, pension, and similar purposes.

2. Labor Surcharge. To the actual wages, plus vacation pay, as defined above, will be added a labor surcharge, which shall constitute full compensation for all payments imposed by State and Federal laws. The labor surcharge will be calculated for each calendar year by the Department's Construction Division. The percentage may be obtained by contacting the Construction Division in the Department's General Headquarters, 1263 South Stewart Street, Carson City, Nevada 89712, phone (775) 888-7460.

3. Fringe Benefits. To the sum of paragraph 1. "Actual Wages Plus Vacation Pay plus Zone Rates," and paragraph (a), "Specialized Work" above, shall be added all other payments made to or on behalf of the workmen as required by collective bargaining agreements, or as otherwise provided in the Special Provisions.

   Provide a complete Fringe Benefit Statement (NDOT Form 040-075) for each job classification utilized on the contract.

4. Subsistence and Travel Allowance. Subsistence and travel allowance paid to such workmen as required by collective bargaining agreements.

   To the total of the direct costs computed above, there will be added a markup of 25%.

(b) Materials. Materials accepted and used in the work will be paid for at the actual cost of such materials, to which cost shall be added an amount equal to 20% of the sum thereof.

(c) Equipment. For any machinery or special equipment, the use of which has been authorized by the Engineer, the Contractor will be paid for the use of equipment in the manner hereinafter specified, regardless of ownership and any rental or other agreement, if such may exist, for the use of such equipment entered into by the Contractor.

Rental rates will be determined as follows:

1. The base rates shall be those established in publications and revisions thereto entitled "Rental Rate Blue Book for Construction Equipment" or the "Rental Rate Blue Book for Older Construction Equipment" available from Equipment Watch, 1735 Technology Drive, Suite 410, San Jose, CA 95110-1313, phone (408) 467-6700.

   The hourly rate to be paid shall be the monthly rate multiplied by an average regional adjustment factor of 1.05, divided by 176, multiplied by the appropriate rate adjustment factor, plus the estimated operating cost per hour shown therein, rounded to the nearest $0.10.

2. Attachments (e.g. tractor with ripper and dozer or tractor with loader and backhoe) will be included in the hourly rental rate only when deemed essential to the work as determined by the Engineer.

When multiple attachments are approved for use and are being used interchangeably, the attachment having the higher rental rate shall be the only one included for payment.

3. No direct payment will be made for necessary accessories (including replenishing blades, augers, teeth, hoses, bits, etc.) if not listed in the Rental Rate Blue Book.

4. No compensation will be allowed for shop tools having a daily rental rate of less than $10 as set forth in Section 18 of the Rental Rate Blue Book.

A copy of the "Rental Rate Blue Book for Construction Equipment" is available for inspection by interested parties at the office of the Resident Engineer and in the Headquarters Construction Division Office in Carson City. Additionally, a copy of the "Rental Rate Blue Book for Older Construction Equipment" is available for inspection in the Headquarters Construction Division Office.

Interested parties desiring to purchase these publications should direct their inquiries directly to Equipment Watch at the address stated above.

If ordered to use equipment not listed in the aforementioned publications, a suitable rental rate for such equipment will be established. Furnish any cost data which might assist in the establishment of such rental rate.

Except as provided in Subsection 109.01, payment will be made for the actual time that such equipment is in operation on the work, to which rental sum 20% shall be added.

Authorized standby time for idle equipment will be paid for at 50% of the "monthly rate multiplied by an average regional adjustment factor of 1.05, divided by 176, multiplied by the appropriate rate adjustment factor," rounded to the nearest $0.10. No operating cost, markup, overhead or profit will be added.

The rental rates paid as above provided shall include the cost of fuel, oil, lubrication, supplies, small tools, necessary attachments, repairs and maintenance of any kind, depreciation, storage, insurance and all incidentals.

If performing force account work, supply a complete Force Account Equipment Listing (NDOT Form 040-033) for each piece of equipment utilized.

(d) Supervision and Tools. No additional allowance will be made for general superintendents, the use of small tools or other costs for which no specified allowance is herein provided.

(e) Records. At the end of each day the Contractor's representative and the Engineer shall compare records of the cost of the work to be done as ordered on a force account basis.

(f) Documentation.

1. Labor. No payment will be made for labor performed on force account work until furnishing certified copies of payrolls covering that period when the force account work was performed. The payrolls shall indicate name, classification, dates, daily hours and hourly rate for each workman.

2. Materials. Furnish copies of the suppliers extended invoices, including transportation charges. However, if materials used on the force account work are not specifically purchased for such work, but are taken from the Contractor's stock, then in lieu of the invoices, furnish an affidavit certifying that such materials were taken from stock, that the quantity claimed was actually used, and that the price and transportation claimed represent the actual cost.

109.04 Eliminated Items. Should any items contained in the proposal be found unnecessary for the proper completion of the work, written order may be given to eliminate such items from the contract, and such action shall in no way invalidate the contract. When a Contractor is notified of the elimination of items, actual work done and all costs incurred will be reimbursed, including mobilization of materials before said notification.

109.05 Fuel Escalation. The Fuel Escalation Clause, as described herein, may be enacted when requested by the Contractor or deemed necessary by the Department. Enactment of the Fuel Escalation Clause will only be considered when the increase or decrease of the "Contract Price" for fuel as defined herein exceeds 25%.

The use of the price adjustment provisions developed for the Fuel Escalation Clause are intended to minimize the cost effects of price uncertainty to the Contractor and the Department, for fuel used in the construction of this contract. The price adjustment provisions are not intended to compensate the Contractor for what

would be considered normal day-to-day fluctuations or seasonal changes. The price adjustment provisions are not intended to serve as a guarantee for full compensation for fuel price fluctuations but are intended to provide for a sharing, by the Department, in a portion of the Contractor's risk which could result from unusual price fluctuations. The price adjustment provisions do not serve to relieve the Contractor of risks associated with fluctuation in prices beyond the amount adjusted by the provisions.

If the Fuel Escalation Clause is activated, the clause will apply from the period of time the unusual price for fuel began, until the end of the contract.

Fuel Escalation Clause

Contract fuel costs will be adjusted upward or downward on a bi-weekly basis. To accomplish this adjustment the Department will determine, for each contract, a "Fuel Factor Percentage" that represents an estimated percent of fuel cost by type of construction. The "Fuel Factor Percentage" will be applied to each bi-weekly progress payment balance due (excluding payments for stockpiled materials) to determine a "Bi-weekly Fuel Cost."

The bi-weekly fuel adjustment shall be calculated by comparing a "Contract Price" to an "Adjustment Price" to determine a percent of increase or decrease. The adjustment will be determined by the Department using the average diesel (No. 2 fuel oil) price postings for Reno and Las Vegas as provided by Oil Price Information Services. The method for calculating the "Bi-weekly Fuel Adjustment" will be as described in the following paragraphs:

(a) Fuel Factor Percentage (Ffp). The "Fuel Factor Percentage" (Ffp) will be an estimated fuel factor as a percentage of cost by type of construction as determined by the Department. The "Fuel Factor Percentage" will be specified in the Special Provisions.

(b) Bi-Weekly Fuel Cost (Bfc). The "Bi-Weekly Fuel Cost" (Bfc) will be the contract bi-weekly progress payment balance due (excluding payments for stockpiled materials) multiplied by the "Fuel Factor Percentage."

(c) Base Price (Bp). The "Base Price" (Bp) for fuel will be determined weekly using the prices posted on Monday of each week.

(d) Contract Price (Cp). The "Contract Price" (Cp) for fuel will be established for the week during which the bid opening is held. The "Contract Price" will be determined using the "Base Price" of fuel for the week of the bid opening averaged with the "Base Price" of fuel recorded for the previous three weeks.

(e) Adjustment Price (Ap). The "Adjustment Price" (Ap) will be the average of the "Base Prices" recorded during the bi-weekly progress payment period.

(f) Compensation Formula. The compensation payable as part of each bi-weekly progress payment will be subject to increase or decrease in accordance with the following provisions for fuel price fluctuations exceeding 25%. The bi-weekly fuel adjustment will be determined in accordance with the following formula:

For an increase in fuel adjustment prices that exceed 25% of the "Contract Price" (Cp):

$$A = \left(\frac{Ap}{Cp} - 1.25\right) Bfc$$

For a decrease in fuel adjustment prices that exceed 25% of the "Contract Price" (Cp):

$$A = \left(0.75 - \frac{Ap}{Cp}\right) Bfc$$

Where: A = Bi-weekly fuel adjustment in dollars rounded to the nearest dollar.
Ap = "Adjustment Price"
Cp = "Contract Price"
Bfc = "Bi-Weekly Fuel Cost"

(g) Compensation Adjustment. The adjustment in compensation for fuel shall also be subject to the following:

1. Payment of compensation provided herein will be made as part of the progress payment. The Contractor shall be liable to the state for decreased compensation adjustments and the Department may deduct the amount thereof from any monies due or that may become due the Contractor.

2. The maximum adjustment allowed under the terms of this specification occurs when the "Adjusted Price" exceeds the "Contract Price" by 75%.

The Department reserves the right to cancel the contract whenever the adjustment exceeds 75%. The contract may be canceled in part or in whole by the Department. If the Department elects to cancel the contract, in part or in whole, price adjustments shall not be allowed for other than major bid items. Adjustments to major bid items shall be in accordance with Subsection 104.02.

109.06 Partial Payment. Progress payments will be made once each month as the work satisfactorily progresses. The progress payments will be based upon material in place, or on the job site and invoiced, and labor expended thereon. The total amount of the partial payment ascertained as allowable for payment will be paid each month until such time as a total of 85% of the contract price has been paid. The contract price will be adjusted upward or downward according to approved changes throughout the life of the contract. Once 85% of the adjusted contract price has been paid, the Department will withhold retent in the amount of 5% of said adjusted contract price or $50,000, whichever is less, until the entire contract is completed satisfactorily and accepted by the Director. If the work in progress is being performed on a satisfactory basis, the Director may reduce the percentage retained if he finds that sufficient reasons exist for additional payment and has obtained written approval from every surety furnishing bonds for the work. Any remaining money must be retained until the entire contract is completed satisfactorily and accepted by the Director.

Control of retent funds under the contract:

Contract retent funds will be deposited with the State Treasurer in a Contract Retent Holding Account, identified by the contract number. The retent will be invested by the State Treasurer and interest earned on the balance will be credited to the retent account.

If a Contractor wishes the retent funds to be placed in a bank designated by him, pursuant to NRS 408.383, he must notify the Department in writing at the preconstruction conference. The Contractor must use a bank in the State of Nevada that meets the State Treasurer's collateralization requirements as set forth in NRS 356.020. Upon receiving the Contractor's choice of a bank to be used, the Department will submit the request to the State Treasurer for a determination that the bank meets their collateralization requirements. If the bank does not meet the requirements, the Contractor will be required to select a bank that does. The funds will be deposited into a time certificate of deposit or a money market account identified as "Nevada Department of Transportation Retent Funds for Contract No. * ." (* Contract number as assigned to each contract).

A Contractor may substitute securities as specified in NRS 408.383(5) of a market value at least equal in value to the amount of the retent and receive payment of the retent.

The Department will remain in control of the retent balance, including substituted securities, and the interest earned thereon, until final acceptance of the project and all certificates, guarantees, releases, affidavits and all other documentation required in the general provisions are received. Upon final acceptance, the retent and accrued interest thereon will be released to the Contractor. At the time of release of the contract retent principal, interest earned through the end of the previous calendar quarter will also be paid. Interest earned in the final quarter will be paid within 30 days after the end of the final quarter.

The interest paid to the Contractor is for the Contractor's benefit and is income to the Contractor for income tax purposes. If part of the retent is to be returned to the Department, the interest earned will likewise be prorated between the amount going to the Contractor and the amount being returned to the Department.

Pay administrative charges, if any, in connection with a requested deposit of the retent or a deposit by the Contractor of securities as provided by NRS 408.383, out of the interest accruing on the deposit or on the securities deposited.

The above deposit will be closed out and forwarded when the contract is accepted and determination made that the contract should be finalized and final payment made.

No payments will be made, when, the work is not satisfactorily proceeding according to the provisions of the contract.

Do not construe any progress payment to be an acceptance of any defective work or improper material.

Be responsible for any material that has been included in the progress payment.

The cost of materials conforming to the plans and specifications ("materials" being those which are required to be contained and incorporated in a finished contract bid item) and not at the time incorporated in the work, may also be included in the payment. In no case shall the amount paid exceed the amount bid for a particular bid item.

Partial payment will be made on manufactured materials which have been purchased and stockpiled for use on the project provided said materials are stockpiled within boundaries of the State of Nevada and subject to the following limitations:

(a) Stockpiled separate and apart from materials that are not to be used on this contract.

(b) Tagged or marked in such a manner that they are easily identified as materials for this contract.

(c) Kept safe from theft and vandalism.

(d) Allowed access to during normal working hours for periodic inspections by representatives of the State.

(e) Removed and utilized on this contract only.

Partial payment will also be made for stockpiled materials for Item No. 506 0000, "Structural Steel," stockpiled either within or outside the State of Nevada at the supplier's or Contractor's storage site. Partial payments for structural steel shall be subject to the preceding conditions in paragraphs (a) through (e) and in addition thereto, the following conditions in paragraphs (a) through (c):

(a) Roll steel plates to the proper dimensions for a particular girder.

(b) Provide invoices for labor and materials with the request for partial payment.

(c) All stockpiled plates shall be checked and verified against invoices by the on-site State inspector.

Partial payments will be made on "Class * ..... Concrete (Major)" and "Class * ..... Concrete, Modified (Major)," for falsework, forming, and for labor and materials involved, up to but not to exceed 70% of the plan quantity for the concrete item being formed. Up to 35% may be allowed of the plan quantity for the applicable concrete item as the falsework or earth shoring progresses. Also up to an additional 35% may be allowed as the deck forming progresses.

*(Class(es) to be as indicated in the proposal.)

In cases where there is minimal or no falsework, up to 70% may be allowed of the applicable major concrete item as the forming progresses.

Partial payments may be made on "local materials" meeting the requirements hereinafter outlined:

(a) Stockpile materials on or in the vicinity of the proper project, (generally on land adjacent to the project).

(b) Store materials in an approved manner in areas where damage from flood waters is not likely to occur. If at any time stored materials are lost or become damaged by floods or in any other manner, repair and replace such damaged materials. If payment has been made before such damage, the amount so allowed, or a proportionate part thereof, will be deducted from the next progress payment and withheld until satisfactory repairs or replacements have been made.

(c) Partial payments will be made only on materials that conform to plans and specifications (not to be construed as final acceptance). The quantities will be determined by volume measurement and converted to tons if the contract unit price of the item is in tons. In the case of "Portland cement concrete pavement," the unit price will be converted to square meter per metric ton (square yards per ton). However, partial payments shall not exceed the actual cost to provide the material.

(d) No payment will be made on any commercial stockpile or on any stockpile from which materials are being used for any purpose whatsoever other than incorporation into the project.

(e) Stockpile payment will be made at the contract unit price for the percentage of material allowed. The quantity in stockpile, or windrow, to be considered shall not exceed that required for the project.

(f) Schedule of Payments.

1. Not more than 40% of the unit bid price of Class A and Class B aggregate base courses and shouldering material in the stockpile may be allowed. Not more than 85% of the quantity of cement treated base roadmix in the processed windrow on the roadway may be allowed.

2. Not more than 30% of the unit bid price of cement treated base aggregate (roadmix or plantmix) in the stockpile may be allowed. Not more than 85% of the quantity of cement treated base roadmix in the processed windrow on the roadway (before adding cement) may be allowed.
3. Not more than $5.00 per metric ton ($4.50 per ton) for plantmix surface or open-graded surface aggregate in the stockpile may be allowed. When 40% of the unit bid price is less than $5.00 per metric ton ($4.50 per ton), not more than 40% of the unit bid price for plantmix surface or open-graded surface aggregate in the stockpile may be allowed.
4. Not more than 85% of the unit bid price of roadmix bituminous surface aggregate in the processed windrow on the roadway (before adding bituminous material) may be allowed.
5. Not more than 40% of the unit bid price of screenings in the stockpile may be allowed.
6. Not more than 85% of the unit bid price of selected material base conforming to all the requirements, in windrow may be allowed.
7. Not more than 20% of the unit bid price of Portland cement concrete pavement aggregates in the stockpile may be allowed. The stockpiled quantity shall be converted to square meters (square yards) of "Portland cement concrete pavement" for pay purposes.

If materials are not specifically purchased for the work, but are taken from the Contractor's stock, then in lieu of invoices, submit statements accompanied by an affidavit, certifying such materials were taken from stock and the price and transportation claimed represent the actual cost.

Unless otherwise specified, all material and work covered by partial payments shall thereupon become the property of the State, but do not construe this provision as relieving the responsibility for all materials and work upon which payments have been made or the restoration of any damaged work, or as a waiver of the right of the Department to require the fulfillment of all terms of the contract.

No payment, partial or otherwise, will be made for the item of "watering." Consider full compensation for developing and maintaining an adequate water supply included in other items of work.

No stockpile or partial payment will be made on living or perishable plant materials until planted.

No stockpile payments will be made on rent traffic control devices.

When construction signs and rent traffic control devices are listed as separate items according to Section 625, partial payments will be made as hereinafter outlined:

(a) Construction Signs. When construction signs are placed on the project, according to the plans and specifications, 50% of the contract price per square meter (square foot) of acceptable signs in place will be paid for on the next progress payment after placing. The remaining percent will be prorated according to job progress. However, if signing becomes inadequate for job requirements, an adjustment downward will be made on the first progress payment following such inadequacy.

(b) Rent Traffic Control Devices. When traffic control devices are placed on the project according to the plans and specifications, 50% of the contract bid price per linear meter (linear foot) or per each, as the case may be, of the traffic control devices thus in use will be paid for on the next progress payment after placing. The remaining percent will be prorated according to job progress. However, if traffic control devices become inadequate for job requirements, an adjustment downward will be made on the first progress payment following such inadequacy.

When the proposal contains the item "Rent Traffic Control Devices (Lump Sum)" according to Section 625, partial payments will be made as hereinafter outlined:

The Engineer will determine the reasonable payment percentage of the Rent Traffic Control Devices (Lump Sum) for each payment cycle. The payment percentage will be based on the progress of the work and the quantity of traffic control devices placed on the project according to the approved traffic control plans. The amount paid on the next progress payment will be 50% of the amount determined. The remaining percentage will be prorated according to job progress. However, if traffic control devices become inadequate for job requirements, an adjustment downward will be made on the first progress payment following such inadequacy.

A maximum amount of 10% of the original contract amount will be paid during the progress of the work. Upon completion of all work on the project, payment of any amount bid for Rent Traffic Control Devices (Lump Sum) in excess of 10% of the original contract amount will be paid.

Partial payments will be made on the items of fence, guardrail, bridge rail, mobilization, signal systems and/or highway lighting systems, cattle guards and trenching for irrigation systems as hereinafter noted provided that materials and equipment are satisfactorily supplied:

(a) Fence. When fencing material is stored on the project, invoice prices may be paid as outlined herein. When the fence posts have been placed, 50% of the partially completed fence will be eligible for payment at the contract unit bid price. The remaining 50% will be eligible for payment when the item is complete.

The cost of wire and posts conforming to the plans and specifications which are required to be contained and incorporated in a finished contract bid item delivered to the project and not at the time incorporated in the work, may be included in the partial payment.

(b) Guardrail and Bridge Rail. Guardrail and bridge rail materials stored on the project according to this Subsection may be included for stockpile payment.

When posts for guardrail or reconstruct guardrail are complete in place, 50% of the partially completed guardrail will be eligible for payment at the contract unit bid price. The remaining portion of the contract unit bid price will be eligible for payment when the item is complete.

(c) Mobilization. Partial payments will be made by the following schedule:

1. When 5% of the original contract amount is earned from other bid items, 50% of the amount bid for mobilization, or 5% of the original contract amount, whichever is less, will be paid.
2. When 10% of the original contract amount is earned from other bid items, 100% of the amount bid for mobilization, or 10% of the original contract amount, whichever is less, will be paid.
3. Upon completion of all work on the project, payment of any amount bid for mobilization in excess of 10% of the original contract amount, will be paid.

(d) Signal Systems and/or Highway Lighting Systems. The cost of materials for luminaries, poles and mast arms, controllers and cabinets, signal heads, and detector units, conforming to the plans and specifications ("materials" being those which are required to be contained and incorporated in a finished contract bid item) delivered to the project and not at the time incorporated in the work, may also be included for stockpile payment. Other items will not be included for partial payment until incorporated in the work.

(e) Cattle Guards. The first progress payment after the cattle guard has been completed, but the wings not yet installed, will show this item 90% complete. The remaining 10% shall be eligible for payment on the first progress payment after the wings have been installed.

(f) Trenching for Irrigation Systems. When trenches for irrigation pipe distribution lines have been excavated and the pipe has been placed but not backfilled, 50% of the partially completed irrigation pipe will be eligible for payment on the next progress payment at the contract unit price. Payment will be based on that length of the pipe partially complete. The remaining 50% will be eligible for payment on the first progress payment following complete installation of the pipe.

109.07 Acceptance and Final Payment. When the final inspection and final acceptance have been duly made as provided in Subsection 105.16, and subject to the terms of Subsection 108.09, the final progress payment of quantities of the various classes of work performed under the contract will be prepared. Examine such progress payment and give notification in writing of agreement or file a specific claim covering disputed quantities. Failure to give notification or file a claim within a period of 30 days after receipt of the progress payment shall constitute agreement to the quantities as set forth, and shall eliminate further claim against the Department, except as indicated in the final progress payment of quantities. Except as hereinafter provided, final payment will be due and payable at the expiration of not less than 30 days nor more than 60 days from the date of final acceptance.

Regardless of the 60 day limitation provided above, final payment of the work will be withheld until all certificates, guaranties, releases, affidavits and any other documentation required by these specifications have been furnished.

109.08 Payments to Subcontractors. Maintain records and documents of payments to subcontractors for 3 years following the final inspection and acceptance of the contract. These records must be available for inspec-

tion upon request by any authorized representative of NDOT or FHWA. This requirement also extends to any subcontractor.

Provide a monthly report of payments to each subcontractor on NDOT contracts on NDOT Form 052-060, Subcontractor Payment Form.

The prime contractor shall pay each subcontractor for satisfactory performance of the subcontractor's contract no later than 15 days from the receipt of each payment the prime contractor receives from the NDOT. The prime contractor agrees further to return retainage payments to each subcontractor within 15 days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the NDOT. This clause applies to both DBE and non-DBE subcontractors.

The NDOT will also review payments to DBE subcontractors to ensure that the actual amount paid to subcontractors is consistent with the dollar amounts stated in the schedule of DBE participation.

The NDOT will bring to the attention of the U.S. Department of Transportation (USDOT) any false, fraudulent, or dishonest conduct by the prime contractor in connection with the Federal Aid requirements and the DBE program, so that the USDOT can take the steps (e.g. referral to the Department of Justice for criminal prosecution, referral to the USDOT Inspector General, action under suspension and debarment or Program Fraud and Civil Penalties rules) provided in Subpart F of 49 CFR, Part 26.

The NDOT will consider action under their legal authorities, including responsibility determinations in future contracts, for any false, fraudulent, or dishonest conduct by the prime contractor in connection with the subcontractor information or payments.

SECTION 110

WAGES AND CONDITIONS OF EMPLOYMENT

110.01 Description. The provisions pertaining to wages and conditions of employment shall apply to all work performed (on the contract) by the Contractor with his own organization and with the assistance of workmen under his immediate superintendence, and to all work performed on the contract by subcontractors. The provisions also apply to workers in material sites that are devoted mostly to the production of material for this contract.

Minimum wage rates determined by the Labor Commissioner of the State of Nevada and by the Secretary of Labor, if applicable, are set forth in the contract documents. Do not pay wage rates less than the minimum wage rates.

Forfeit, as a penalty to the Department, the amount stipulated in NRS Chapter 338 when workmen are paid less than the minimum wage rate.

The laborers shall have access to the pertinent minimum wage schedules at all times. Provide and erect a weatherproof bulletin board at the job site and post all minimum wage schedules and other required information thereon. Construct the weatherproof bulletin board so that the material thereon is adequately protected from the elements.

It is a condition of the contract, and shall be made a condition of each subcontract entered into pursuant to the contract, that the Contractor and any subcontractor shall not require any laborer or mechanic employed in performance of the contract to work in surroundings or under working conditions which are unsanitary, hazardous, or dangerous to his health or safety as determined under construction safety and health standards (Title 29, Code of Federal Regulations, Part 1926—published in the Federal Register on December 16, 1972, and subsequent revisions) promulgated by the United States Secretary of Labor, according to Section 107 of the Contract Work Hours and Safety Standards Act, (83 Stat. 96).

The minimum wage rates apply to workmen working upon the "site of the work." The term "site of the work" is defined as follows:

> The "site of the work" is limited to the physical place or places where the construction called for in the contract will remain when work on it has been completed and other adjacent property which is exclusively dedicated to the performance of the project.

110.02 Laws Cited. See the provisions and requirements of the following:

(a) Wages, Hours and Employment on Public Works—NRS Chapter 338.

(b) Nevada Industrial Insurance Act—NRS Chapter 616A. Furnish a certificate from the insurer as evidence of payment of all the premiums and percentages as required by the act, and furnish said certificate before any work is commenced.

(c) Unemployment Compensation Law—NRS Chapter 612.

(d) Highway Camp Sanitation—NRS 444.130, 444.200 and 444.210.

(e) Highways and Roads Law—NRS Chapter 408.

(f) Fair Labor Standards Act of 1938 (52 Stat. 1060).

(g) Work Hours Act of 1962.

(h) Any and all legislation, rules or regulations promulgated by the State of Nevada, or its agencies, covering any work performed by the Contractor.

(i) Fraudulent and Discriminatory Employment Practices—NRS Chapter 613.

110.03 Training Program. The on-the-job training program shall apply as set forth in the Training Special Provisions when appended to the Special Provisions. Consider the Training Special Provisions as contained herein.

The number of trainees to be trained under this contract will be as indicated in the pay item.

110.04 Measurement. Training will be measured by the hour that trainees are employed on the contract.

110.05 Payment. The accepted quantities of training, measured as specified above will be paid for at the price per hour as specified in the Training Special Provisions appended to the Special Provisions and indicated in the Proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Training (*__ Trainees)	Hour

*Number to be as shown on the estimate and proposal.

DIVISION II

CONSTRUCTION DETAILS

SECTION 200

ENGINEERING

DESCRIPTION

200.01.01 General. This work consists of engineering to be performed both by the Department and the Contractor.

Perform the complete stakeout of bridge structures, including the approach slabs and slope paving, and all engineering necessary to construct bridge structures to completion in accordance with the plans and as directed.

The Department will perform all engineering necessary for the construction of R.C.B.'s.

All other engineering necessary to complete this project will be performed by the Department.

Certify that the personnel to perform engineering work are experienced and fully capable of providing accurate results.

On major structures constructed with structural steel girders, obtain tenth point elevations on the erected unloaded girders and supply said elevations to the Engineer prior to installing the deck forms.

Furnish the Engineer copies of all field notes and calculations used to complete engineering requirements.

Be responsible for the accuracy of the engineering work performed.

Correct any errors in engineering and related work involved performed at own expense.

MEASUREMENT

200.04.01 Measurement. Engineering will not be measured for payment.

PAYMENT

200.05.01 Payment. There shall be no direct payment for engineering and all work involved shall be considered included in the various contract bid items of work requiring engineering.

SECTION 201

CLEARING AND GRUBBING

DESCRIPTION

201.01.01 General. This work consists of urban or rural clearing and grubbing and shall include one or both of the following categories:

(a) Removal and disposal of all vegetation and trash within construction limits.

(b) Removal and disposal of all natural or manmade objects and trash within the right of way limits of the project, except such objects as are designated to remain or be removed according to other sections of these specifications.

Do not injure or damage vegetation and objects designated to remain undisturbed.

CONSTRUCTION

201.03.01 General. Areas to be cleared, and all things that are to remain undisturbed will be designated.

201.03.02 Areas to be Cleared. Normally, clear and grub the area within construction limits. Clear the entire right of way if the area is littered with trash.

201.03.03 Clearing and Grubbing. Clear and/or grub all surface objects and all trees, stumps, roots and other protruding obstructions, designated for removal. Leave stumps and nonperishable solid objects provided they do not extend more than 150 mm (6 in.) above the ground line or low water level, and are a minimum of 1 m (3 ft) below subgrade or embankment slope.

If permitted, sound stumps that are cut off flush with ground level, or not more than 150 mm (6 in.) above the ground when flush with ground level is not possible, may be left outside of the construction limits of cut and embankment areas. In the area to be rounded at the top of backslopes, cut off stumps flush with or below the surface of the final slope line.

Fell trees toward the center of the area to be cleared. Where trees cannot be felled without danger to traffic or injury to other trees, structures or property, cut in sections from the top down.

Brush may be disposed of by placing it beneath fill slopes of roadway embankments provided the embankment height is 1 m (3 ft) or greater and subject to the following additional requirements:

(a) Beneath embankments 1 m (3 ft) to 1.5 m (5 ft) in height. Bury the brush in a trench. The limits of the trench may extend inward from the toe of the embankment slope to a point not to exceed 5 m (16 ft) or to the subgrade shoulder line, whichever is less. Do not bury brush beneath the subgrade between the subgrade shoulders of the embankment. Place brush in a layer not exceeding 0.5 m (1.5 ft) in depth.

(b) Beneath embankments 1.5 m (5 ft) or greater in height. Brush may be windrowed and buried beneath embankment slopes. The limits of the brush windrow may extend inward from the toe of the embankment slope to the subgrade shoulder line. Do not bury brush beneath the subgrade between the subgrade shoulders of the embankment. Place windrowed brush at a height not exceeding 0.5 m (1.5 ft).

Existing borrow pits and depressions within the right of way, except major waterways, may be filled with brush and covered with a minimum of 100 mm (4 in.) of earth.

Do not burn as a method of disposal.

When permitted, materials, debris and perishable materials may be removed from the right of way and disposed of at locations off the project outside the limits of view from the project. See Subsection 107.14.

Except in areas to be excavated, backfill stump holes and other holes from which obstructions are removed with suitable material. If within the roadway prism, compact the material according to Subsection 203.03.15.

Merchantable timber in the clearing area shall become the property of the Contractor.

Remove low hanging and unsound or unsightly branches as directed on trees and shrubs that are to remain

in place. Trim branches of trees to give a clear height of 6 m (20 ft) above the roadbed surface. Trim according to good tree surgery practices. Paint cut or scarred surfaces of trees or shrubs selected for retention with an approved asphaltum based paint prepared especially for tree surgery.

Scalping shall include the removal of material such as brush, roots, sod, grass, residue of agricultural crops, sawdust and decayed vegetable matter from the surface of the ground.

Scalp areas where excavation or embankment is to be made, except that mowed sod need not be removed where embankment is a minimum of 1.25 m (4 ft).

201.03.04 Rural Clearing. Rural clearing consists of removing and disposing of all natural and man made objects that are not compatible with completion of the project unless otherwise provided.

201.03.05 Urban Clearing. Urban clearing consists of removing and disposing of all unsightly organic or man-made objects within right of way limits of the project. Extend this work to all areas within the right of way whether or not the plans require work in such areas.

If permitted, certain items such as broken concrete or asphaltic paving material, may remain in place provided they are covered by a minimum of 1 m (3 ft) of embankment. The material to be removed shall include but not be limited to rocks, brush, other vegetation, buildings, appurtenances such as lighting and signing, foundations, concrete slabs, tanks, fences and trash.

Grade the site to drain and blend with the natural ground. Eradicate all streets, foundations and other unnecessary man-made objects.

METHOD OF MEASUREMENT

201.04.01 Measurement. Urban or rural clearing, or clearing and grubbing will be measured by the lump sum, force account, or hectare (acre).

Removal of trees will be measured by the each including any necessary removal of their stumps. When trees are specified to be removed according to trunk diameter, the diameter will be measured at a height of 600 mm (24 in.) above ground line. Any growth less than 150 mm (6 in.) in diameter at that point shall be classified as brush and will not be included in the individual measurement of removal of trees. The diameter of trees with multiple trunks will be measured by the diameter encompassing all trunks.

Removal of stumps will be measured by the each.

When removal of individual items does not appear in the proposal, consider such work included in other items of work.

BASIS OF PAYMENT

201.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Urban Clearing	Lump Sum, Force Account, or Hectare (Acre)
Rural Clearing	Lump Sum, Force Account, or Hectare (Acre)
Clearing and Grubbing	Lump Sum, Force Account, or Hectare (Acre)
Remove Trees (size)	Each
Remove stumps	Each

SECTION 202

REMOVAL OF STRUCTURES AND OBSTRUCTIONS

DESCRIPTION

202.01.01 General. This work consists of the removal, wholly or in part, and satisfactory disposal of all buildings, fences, guardrail, structures, pavements, culverts, curbs, sidewalks, and any other obstructions which are not designated or permitted to remain, except for the obstructions to be removed and disposed of under other items in the contract. It also includes the salvaging of designated materials and backfilling the resulting trenches, holes, and pits.

CONSTRUCTION

202.03.01 General. Raze, remove and dispose of all buildings and foundations, fences, guardrail, structures, pavements, culverts, curbs, sidewalks, and other obstructions, any portions of which are on the right of way, except utilities and those for which other provisions have been made for removal. Remove all designated salvageable material, without unnecessary damage, in readily transportable sections or pieces and stockpile at specified places within the project limits. Destroy unusable perishable material. Nonperishable material may be disposed of according to subsection 107.14. Fill basements or cavities left by structure removal to the level of the surrounding ground and, if within the prism of construction, compact according to Subsections 203.03.14, 203.03.15, or 203.03.16.

202.03.02 Removal. Do not remove bridges, culverts, and other drainage structures in use by traffic until satisfactory arrangements have been made to accommodate traffic.

Complete all removal operations which might endanger the new construction before the construction of the new work. Do not use equipment or devices which might damage structures, facilities, or properties which are to be preserved and retained.

Remove the substructures of existing structures down to the natural stream bottom and remove those parts outside of the stream down to 0.3 m (1 ft) below natural ground surface. Where such portions of existing structures lie wholly or in part within the limits for a new structure, remove those portions as necessary to accommodate the construction of the proposed structure.

Limit the mass of pneumatic hammers to a maximum of 16 kg (35 lb) for removing concrete as part of expansion joint removal.

In removing concrete pavement, curb, curb and gutter, sidewalk, and similar structures, where portions of the existing structures are to be left in the surface of the finished work, remove the structure to an existing joint, or cut and chip to a true line with a face perpendicular to the surface of the existing structure. Make sufficient removal to provide for proper grades and connections in the new work.

In removing bituminous surface, saw cut or use other approved methods to cut a true line, leaving a clean vertical cut along any adjacent bituminous surface to remain in place.

Remove bituminous surface from existing bridge decks by approved methods and equipment which will not damage the existing concrete decks.

In removing manholes, catch basins, and inlets, rebuild any live sewer connections to them and properly reconnect and satisfactory maintain a by-pass service. When abandoning manholes, catch basins, and inlets, thoroughly clean them and plug existing pipe connections with concrete of the class and grade specified for structures. Then remove portions of the structures as required.

Remove painted traffic lines on surfaces to remain after the projects completion by hydroblasting. Perform removals on all other surfaces by approved methods. Exercise care to prevent damage to pavement surfaces, joint material and bridge joints.

Remove temporary pavement striping immediately after traffic has been re-routed and the temporary pavement striping is no longer required.

For removal of bridges, submit 5 sets of complete demolition plans, as working drawings, according to Subsection 105.02. Include all methods and equipment outlining the details of removal operations.

When bridges are to be removed over UPRR right of way, develop a demolition plan in accordance with "GUIDELINES FOR PREPARATION OF A BRIDGE DEMOLITION AND REMOVAL PLAN FOR STRUCTURES OVER RAILROAD" published by the Union Pacific Railroad. Copies may be obtained from the Railroad contact listed in Subsection 107.08. Submit 6 copies of the demolition plan, as working drawings, according to Subsection 105.02. Such plans shall be stamped by an engineer who is registered as a Civil Engineer in the State of Nevada.

202.03.03 Removal of Bituminous Surface by Cold Milling. Remove bituminous pavement by the cold milling process, using a machine designed to remove, profile and texture the remaining surface of the pavement in one operation. The milling machine shall consist of a rotating powered mandrel drum studded with conical tungsten carbide tipped bits and shall produce a satisfactory reasonable smooth textured surface, and shall be equipped with an effective means for controlling dust and other particulate matter created by the cutting action.

Use a machine capable of accurately establishing profile grades, within plus or minus 6 mm (0.25 in.), by referencing from the existing pavement or concrete bridge decks or from an independent grade control and having a positive means for controlling cross slope elevations. When referencing from the existing pavement or concrete surface on bridge decks, use a 3 m (10 ft) minimum averaging ski. The use of the averaging ski may be discontinued, if approved, on concrete bridge decks.

The location and depth of removal of bituminous pavement by the cold milling process shall be as indicated on the plans.

Increase milling depth at cross streets and curb ramps as directed.

Follow with the removal crew within 75 m (250 ft) of the milling machine. Broom the milled surface with a motorized pickup brooming device following immediately behind the removal crew.

Make the cuts vertical at longitudinal edges for the full depth of the milling. Clean the entire milled surface of all loose material before applying the tack coat.

Areas of stripping or delamination which are exposed or produced during the cold milling operation may need to be removed by an additional 50 mm (2 in.) maximum depth of cold milling as directed. These additional cold milling areas will be measured and paid for as "Remove Bituminous Surface (Miscellaneous Cold Milling)."

202.03.04 Removing Composite Surface. Removal of composite surface consists of the removal of all materials including bituminous or concrete surfaces, aggregate base, and subgrade to the limits necessary to accommodate the new base and surface. After removal of composite surface, compact the bottom of the excavation to not less than 90% according to Subsection 203.03.15.

202.03.05 Extensions. Where existing culverts and bridges are to be extended or otherwise incorporated in the new work, remove only such part or parts of the existing structure as is necessary to provide a proper connection to the new work. Cut, shape, and trim the connecting edges to the required lines and grades without weakening or damaging the part of the structure to be retained. Do not damage reinforcing bars which are to be left in place so as to project into the new work as dowels or ties.

202.03.06 Closing Culverts. Abandon and close existing culverts within construction limits, the top of which are 1.5 m (5 ft) or more below finished roadway grade, unless otherwise noted on the plans. Remove the headwalls of such culverts, or any part of the structure that is within 1 m (3 ft) of the finished grade line. Completely fill the ends of the culvert with satisfactory soil for a distance of at least 0.6 m (2 ft), plus the height of the opening of the structure.

202.03.07 Cleaning Culverts. Clean and dispose of silt or debris from inside culvert pipes at the locations noted on the plans. Use approved methods and equipment to accomplish the cleaning of culvert pipes.

202.03.08 Salvage. When specified, remove gravel, roadmix, or plantmix surface suitable for reuse to the depth required and carefully salvage and place in compact stockpiles at approved locations. Exercise care to prevent contamination of stockpiled material. Scarify any remaining unsuitable material and incorporate in embankment as set forth in Section 203.

When specified, salvage, haul, and use the material produced by the cold milling of bituminous surface as shouldering material. Prepare shoulders and place and compact the cold milled material according to Subsections 307.03.01 and 307.03.02. Cold milled bituminous surface material to be used as shouldering material shall conform to the following gradation requirements:

Sieve Size	Percent Passing by mass
75 mm (3 in.)	100
50 mm (2 in.)	95-100

Remove fences and gates designated for reuse in such a manner that so far as practicable all material can be salvaged. Carefully remove wire from the posts and roll in rolls of such size that can be conveniently handled. Remove posts by methods that will keep breakage to a minimum.

Remove guardrail, object markers, and guide posts designated for reuse in such a manner that so far as practicable all material can be salvaged. Remove bolts, supports, and other hardware from all rails, plates, and posts. Sort parts and store at the locations specified. Properly stack rails, plates, and posts. Stack or box miscellaneous hardware. Exercise care in handling, storage, and preservation of materials. See Subsections 618.03.02 and 619.03.02.

When specified for salvage, store structural steel removed from old structures in a neat and presentable manner on blocking and at locations suitable for loading. Store structures or portions thereof which are specified for re-erection in separate piles.

Remove all nails and bolts from timber or piling from structures designated to be salvaged and store in neat piles at locations suitable for loading.

202.03.09 Disposing of Materials. Unless otherwise provided, use excavated material in backfilling excavations made in removing the structure, in constructing embankment, or otherwise dispose of in a satisfactory manner.

Dispose of any concrete or masonry which cannot be placed in embankments, in such a manner as to prevent damage to property or the creation of unsightly conditions. Do not place the material where it will obstruct any drainage course.

When concrete or masonry is placed in embankments, place according to Subsection 203.03.13.

Any material removed and not designated for salvage shall become the property of the Contractor and shall be removed from the project before completion thereof. See Subsection 107.14.

METHOD OF MEASUREMENT

202.04.01 Measurement. Removal of structures and obstructions will be measured by the each, linear meter (linear foot), square meter (square foot), cubic meter (cubic foot), or lump sum. Removal by the linear meter (linear foot) and square meter (square foot) will be measured before removal.

Removal of painted traffic line from all types of surfacing will be measured by the linear meter (linear foot) regardless of line width for the actual linear meters (linear foot) of line removed. When more than one line is removed, each line will be measured separately. Gaps in spacing of lines will be included in the linear meter (linear foot) measurement.

Removal of bituminous surface by cold milling will be measured once, regardless of the number of passes necessary to obtain the depth specified on the plans and as approved.

Cleaning culvert pipe will be measured by the linear meter (linear foot). No additional compensation will be made for cleaning culverts of different sizes.

BASIS OF PAYMENT

202.05.01 Payment. The accepted quantities, measured as provided above, will be paid at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

When the proposal does not include any pay item or an appropriate pay item for removal of any structure or obstruction as set forth in this Section, such work shall be performed and payment therefore will be considered as subsidiary to other items of work. No additional compensation will be allowed.

Payment will be made under:

Pay Item	Pay Unit
Remove (*), or Removal of (*)	Linear Meter (Linear Foot), Kilometer (Mile), Square Meter (Square Yard) (Square Foot), Cubic Meter (Cubic Yard) (Cubic Foot), Each, Station, or Lump Sum
Clean Culvert Pipe	Linear Meter (Linear Foot)

*Description as specified in the estimate and proposal.

SECTION 203

EXCAVATION AND EMBANKMENT

DESCRIPTION

203.01.01 General. This work consists of excavating material and constructing embankments. This includes furnishing, hauling, stockpiling, placing, disposing, sloping, shaping, compacting, and finishing earthen and rocky material. Perform work in close conformity with the alignment, grades, and cross sections shown on the plans or as established.

MATERIALS

203.02.01 Roadway Excavation. Roadway excavation consists of all excavation involved in grading and constructing the roadway and appurtenances, irrespective of the nature or type of material encountered. Exceptions are excavation designated as structure excavation, drainage excavation, and channel excavation when these items are provided as items of work under the contract. Dividing the project into construction stages shall not be construed as separate material classification.

203.02.02 Drainage Excavation. Drainage excavation includes all excavation in the construction of open ditches less than 3.6 m (12 ft) in bottom width, except ditches that are part of the roadway prism as shown on the plans. The nature or type of material encountered shall have no bearing on the classification of material.

203.02.03 Channel Excavation. Channel excavation includes all excavation in the construction of open ditches with a bottom width of 3.6 m (12 ft) or more with the exception of ditches that are part of the roadway prism as shown on the plans. The nature or type of material encountered shall have no bearing on the classification of material.

203.02.04 Borrow. Borrow consists of approved material required for the construction of embankments. Obtain borrow from approved sources according to Section 106. Consider the material from the widening of roadway cuts as roadway excavation and not as borrow. Borrow will not be classified according to type or character of material encountered in the borrow area unless otherwise required in the Special Provisions.

Borrow sources shall have a Resistance (R-Value) of 45 or greater as determined by Test Method No. Nev. T115. Use this requirement as a borrow source control and not as a production control (Project Control).

Do not use pea gravel as borrow. Pea gravel is typically a byproduct of aggregate crushing and/or screening operations. It is uniformly graded, normally having a nominal size of 9.5 mm ($^3/_8$ in.).

203.02.05 Selected Borrow. Selected borrow consists of approved material required for the construction of embankments. Obtain selected borrow from approved sources according to Section 106.

Selected borrow sources shall have a Resistance (R-Value) of 45 or greater as determined by Test Method No. Nev. T115. Use this requirement as a borrow source control and not as a production control (Project Control).

Selected borrow shall also conform to the following requirements:

Sieve Size	Percent Passing by Mass
75 mm (3 in.)	100

Do not use pea gravel as selected borrow. Pea gravel is typically a byproduct of aggregate crushing and/or screening operations. It is uniformly graded, normally having a nominal size of 9.5 mm ($^3/_8$ in.).

CONSTRUCTION

203.03.01 Roadway. Excavate to lines and grades as staked. Avoid removing or loosening any material outside the required slopes. Replace and compact any disturbed material to the required cross section.

Grade intersecting roads, approaches, and driveways as shown in the plans or as directed.

Begin at some definite point or points on the project, and carry forward in an approximately completed manner. Grade the roadway to full cross section width before placing base or surfacing of any type, unless otherwise specified.

Incorporate only suitable material into embankments. Dispose of unsuitable material.

203.03.02 Unsuitable Material. Unsuitable material shall be defined as mixtures of soils, organic matter or other material not suitable for embankment material regardless of moisture content. Excavate and dispose of unsuitable material, including material below the natural ground surface in embankment areas as directed.

Fill any resulting subexcavation with material suitable for the planned use. Place and compact such suitable material in layers as hereinafter specified under embankment.

Dispose of material outside the right of way according to Subsection 107.14.

203.03.03 Blasting. Remove any material outside the authorized cross section on the backslopes which may be shattered or loosened because of blasting. Compact or remove shattered or loosened material below the bottom limits of required excavation. Discontinue any method of blasting which leads to overshooting or is dangerous to the public or destructive to property or to natural features. See Subsection 107.10.

203.03.04 Rock Cuts. Do not break down, loosen, or otherwise damage supporting rock below the bottom limits of the required excavation.

Scale and dress the slope of all rock cuts to a safe, stable condition by removing all loose spalls and rock not firmly keyed to the rock slope. Remove overhanging rock which may be a hazard to public use of the roadway.

Construct slopes in solid rock excavation to the approximate neat lines as staked. No rock shall project or overhang more than 300 mm (12 in.) from the true slope.

203.03.05 Overbreak. Overbreak is that portion of material excavated, displaced or loosened outside and beyond the slopes or grade as staked or reestablished, regardless of the cause. Slides and slipouts as defined in Subsection 203.03.09, and that portion of rock subgrade as hereinafter set forth, shall not be considered overbreak. Remove all side slope overbreak and dispose of as surplus material according to Subsection 203.03.07.

Rock removed to a maximum depth of 150 mm (6 in.) below subgrade will be measured for payment as described in Subsection 203.04.01(b).

203.03.06 Slopes. Trim excavation and embankment slopes, except in solid rock, to the lines as staked. Construct slopes with a degree of smoothness that can be normally obtained by hand shovel operations.

203.03.07 Surplus Material. Use surplus excavated material to widen embankments uniformly, or to flatten slopes, or at other approved locations. Do not dispose of surplus material unless approved in writing.

Consider the quantity of surplus material shown in the plans to be approximate only. Determine that there is sufficient material available for the completion of the embankments within the areas involved before disposing of any indicated surplus material. Replace any shortage of material caused by premature disposal of the indicated surplus material.

Dispose of surplus material according to Subsection 107.14 after the requirements of this Subsection have been met.

203.03.08 Selected Material. When specified in the contract documents, use suitable selected material encountered in excavation for finishing the top portion of the subgrade.

Selected material shall be defined as material which is excavated and used for selective purposes.

Haul selected material directly from excavation to its final position on the roadbed and compact. Such work will be paid for at the contract unit price for the excavation item involved and overhaul if applicable. See Subsection 104.05.

When the transporting of selected material directly from excavation to its final position is impractical, leave the selected material in place until it can be placed. No additional compensation will be made because of any such delayed excavation. If, however, the conditions are such that the undisturbed selected material will hamper ordinary grading operations or cause unnecessary movements of equipment, the removal and stockpiling of

sufficient selected materials may be ordered in writing. Stockpile at approved locations. Place the stockpiled selected material in final position on the roadbed when approved.

Measurement for payment of selected material stockpiled as above provided will be according to Subsection 203.04.01 (d).

203.03.09 Slides and Slipouts. Excavate and remove material outside the planned roadway or ditch slopes which is unstable and constitutes potential slides in the opinion of the Engineer.

Excavate and remove material from slides which has come into the roadway or ditch, and material which has slipped out of new or old embankments as directed. Excavate material to designated lines or slopes in an approved manner. Dispose of such material or, if approved, use such material in the construction of embankments.

The above provisions do not relieve the duty of maintaining all slopes. Erosion, regardless of amount or extent, caused by the action of the elements which results in damage to work or materials, shall in no case be considered a slide or slipout.

Measurement for payment will be according to Subsection 203.04.01 (f).

203.03.10 Drainage. Maintain the roadbed so that it will be well drained at all times.

Construct V-type ditches to the cross section and dimensions on the plans by means of suitable equipment which will deposit all loose material on the downhill side.

In going from cut to fill, cut the roadway ditches to the right or left before reaching the fill so as to avoid damage to embankments by erosion.

Excavate the flat-bottom ditches indicated on the plans, or as staked, to the required cross section and grade. Use excavated materials, if approved, to construct roadway embankments or dikes or both to form a continuous diversion channel as staked.

To avoid destruction of natural growth during construction of ditches, channels, or dikes, confine travel of equipment to the construction limits as nearly as practicable. Where ditches, channels or dikes are nearly parallel to the roadway, do not locate turn-arounds closer than 300 m (1,000 ft) apart. See Subsection 107.12.

Fine grade channel bottoms only if paving is specified.

203.03.11 Borrow. In case designated borrow deposits fail to contain the necessary quantity of acceptable material, give notification in writing. If there is not sufficient quantity of acceptable material, the Engineer may designate an alternate deposit in which to obtain the deficit.

In borrow pits having undesirable material, including overburden, organic and deleterious substances, remove and waste or redistribute the material, in a satisfactory manner. Remove and dispose of all refuse.

Do not obtain borrow until all other excavation items are complete to the extent necessary to determine the need for borrow.

Give notification 10 days in advance of opening any borrow areas so that cross sections of the ground surface after stripping may be taken, and the borrow materials can be tested before being used.

Excavate borrow deposits to regular lines as staked to permit accurate measurement, if required. Make the depth of excavation throughout the area of the borrow pits as uniform as practicable. Construct side slopes conforming to Subsection 104.06. Excavate borrow pits so that they will drain to the nearest natural outlet.

Materials which are not satisfactory for use for the purposes intended will be rejected at the pit and shall be disposed of in a satisfactory manner.

Excess excavated material will not be measured for payment.

203.03.12 Foundation for Embankment. When embankment is to be placed and compacted on hillsides, or against existing embankments, or when embankment is to be built half width at a time, continuously bench the slopes that are steeper than 1:4 (4:1) as the work is brought up in layers. Bench with sufficient width to permit operations of placing and compacting equipment. Begin each horizontal cut at the intersection of the original ground and the vertical sides of the previous cuts. Recompact material thus cut out along with the new embankment material. If the width of the approved bench excavation exceeds 2 m (6 ft), the excavated material in excess of 2 m (6 ft) will be measured and paid for as roadway excavation.

Clear and grub foundations for embankment according to Section 201.

Where less than 0.3 m (1 ft) of embankment is to be placed over an existing bituminous or concrete surface, remove such surface and incorporate in the embankment or otherwise dispose of as approved. Removal of existing bituminous or concrete surface will be paid for as roadway excavation unless the contract documents specifically call for payment under Section 202.

203.03.13 Embankment Material. Construct embankments with suitable materials, excavated as prescribed and with any excess materials from other operations which are acceptable and suitable for use.

Use materials free from objectionable material such as leaves, grass, roots, logs, stumps, brush, or other perishable material.

When there is a choice of material and when practicable, make the excavation so that the best material will be placed in the uppermost layer of the embankment for at least 0.3 m (1 ft) in depth. Stockpiling and subsequently rehandling embankment materials is not required except as provided in Subsection 203.03.08.

Do not place material in the embankment when either the material, foundation or the embankment on which it would be placed is frozen.

Where embankments are to be made of material from rock cuts or other material which is unsuitable for finishing the roadbed, form the upper 150 mm (6 in.) of the roadbed with approved material.

203.03.14 Placing Embankment. For embankment or backfill deposited against structures, see Subsection 207.03.02.

Where structure abutments are placed on embankment, construct the embankment to subgrade elevation before excavating for the construction of the abutment. Where the abutment is supported on piles, construct the embankment to the elevation of the bottom of the footing.

Where structures are located under a rock embankment, cover the structures with not less than 0.6 m (2 ft) of satisfactory soil or granular materials before the embankment is placed over the structure.

Place in layers not exceeding 200 mm (8 in.) in thickness before compaction, except as hereinafter specified. Begin the construction of an embankment at the lowest point of the fill below the grade. Spread individual layers evenly to uniform thickness throughout and parallel with the finished grade for the full width of the embankment, unless otherwise permitted.

When native ground will not support the mass of heavy hauling and spreading equipment, choose equipment as will least disturb the soft foundation.

For approval to allow an increase in the planned layer thickness of embankment material over soft ground, satisfactorily prove that the planned depth is inadequate to support light hauling vehicles. Necessary use of lighter hauling vehicles or different methods of embankment construction other than originally contemplated shall not be the basis for a claim for extra compensation.

When approved, construct the lower part of the fill on the soft foundation by dumping and spreading successive vehicle loads in a uniformly distributed layer of a thickness not greater than that necessary to support the vehicle while placing subsequent layers. Construct the remainder of the embankment in layers and compact as specified.

Embankment determined to contain enough rock larger than 100 mm (4 in.) in size to make it impractical to place and compact in 200 mm (8 in.) lifts shall be considered as “Rock Embankment.” Spread such materials in a uniform horizontal layer over the full width of the embankment. Do not exceed a layer thickness of $^4/_3$ times the vertical dimension of maximum size material larger than 200 mm (8 in.). The largest size rock allowed in the embankment will be 1 m (3 ft) measured in vertical direction. Break up any larger rocks before placing in the embankment. Dispose of rock exceeding 1 m (3 ft) in an approved manner.

In rock fills, do not directly end dump upon the previously constructed layer of embankment. Dump rock on the layer of embankment being constructed and doze ahead into place. Exercise care as much as practicable to work the fines and smaller rock into the spaces between the larger rock. Compaction will be required as provided in Subsection 203.03.16.

To the extent of project requirements for embankment, use all rock from excavation for embankment. Plan the grading operation to use rock which may be encountered in excavation according to the following provisions:

Place rock so as to form the base of embankments or in the side slopes.

Do not place rock in embankments where piles will be driven.

When rock and other embankment materials are excavated at approximately the same time, distribute the rock throughout the fill and do not nest in one location.

When there is insufficient material other than rock in the excavation to permit properly compacted layers, place the rock for the full cross-section width with the larger rocks well distributed and the void spaces filled with the smaller rocks and fragments.

At locations that are inaccessible to the roller, bring up the embankment in layers of the thickness specified and compact each layer with mechanical tampers or by hand tamping.

203.03.15 Compaction, Embankment. Optimum moisture content of the various soils will be determined. Wet or dry the material for each layer before compaction as required in order to bring its moisture content within the prescribed limits.

Route and distribute the hauling and leveling equipment full width over each layer of the fill in such a manner as to uniformly distribute the compaction afforded thereby. In addition to hauling and leveling equipment, provide compaction equipment that is specifically designed and manufactured for the purpose of compacting embankments. Work compaction equipment continuously with the grading equipment.

Compact the base of cuts, natural ground having less than 1.5 m (5 ft) of embankment, measured from the subgrade, and embankment material to not less than 90% of the maximum density as determined by Test Method No. Nev. T101. The in-place density will be determined by Test Method No. Nev. T102 or T103. When natural ground material is encountered that cannot be compacted to the required density, compaction requirements will be determined.

Compact all selected borrow and structure backfill placed within the limits of embankments shown on the plans for approaches to bridges to not less than 95% of the maximum density as determined by Test Method No. Nev. T101. The in-place density will be determined by Test Method No. Nev. T102 or T103.

Recompaction to the specified density may be required before placement of any subsequent course.

203.03.16 Compaction, Rock Embankment. Test compaction of rock embankments by proof rolling. Obtain and test compaction using construction methods and equipment as follows:

(a) Methods. Deposit, spread and level the material full width of the embankment. Route and distribute hauling and leveling equipment over each layer of the fill in such a manner as to make use of the compaction afforded thereby. In addition, one of the rollers, vibrators, or compactors meeting the requirements set forth under (b) "Equipment" below, shall compact the embankment full width with a minimum of 3 complete passes for each layer of embankment. Work compaction equipment, at a speed not exceeding 8 km/hr (5 mph), continuously with the grading equipment.

Roll in a longitudinal direction along the embankment and generally begin at the outer edges and progress toward the center. Keep the travel paths of traffic and construction equipment dispersed over the entire width of the embankment so as to aid in obtaining uniform compaction. Masses of equipment used in making embankments may be limited, if, such limitations are necessary in order to maintain the fill in a satisfactory condition.

Apply water to the embankment in the amount necessary to obtain the required compaction.

(b) Equipment. Use compaction equipment to meet compaction requirements without adverse shoving, rutting, displacement, or loosening of the material. Display on rollers, in permanent legible characters, the manufacturer's guaranteed net operating masses as distributed on each axle.

Sheepsfoot or tamping rollers shall consist of metal drums or shells, not less than 1.2 m (4 ft) in diameter, equipped with uniformly spaced self-cleaning tamping feet projecting at least 170 mm (7 in.) from the face of the drum or shell. The cross-sectional area of the face of each tamping foot shall be not less than 2,500 mm^2 (4 in^2) nor more than 7,750 mm^2 (12 in^2). The mass and dimensions of the roller, the number, spacing, and dimensions of the tamping feet and the provisions for adding ballast, shall be such that the total load on a single row of the tamping feet in contact with a level surface can be made as great as 3.6 kg/mm (200 lb/in.) of length of roller drum. Adjust the mass to that which will produce the

specified density with the least number of passes. Make at least 3 complete coverages of the material being compacted and continue rolling until the tamping feet "walk out" of the surface.

Grid rollers shall consist of at least 2 similar metal drums, not less than 1.5 m (5 ft) in diameter, whose cylindrical faces present the appearance of an open woven bar mesh. The drums shall be at least 0.75 m (2.5 ft) long and they shall be independently mounted close together on the same axle. The complete roller, when operating without ballast, shall weigh not over 5.5 metric ton (6 ton) or 3.6 kg/mm (200 lb/in.) of length of roller drum. Provide arrangements for adding ballast, to such an extent that the total mass of the unit can be increased to at least 13.6 metric ton (15 ton) and 8.0 kg/mm (450 lb/in.) of length of roller drum.

Pneumatic tired rollers shall be of an approved, self-propelled, reversible type and shall have not less than 7 wheels mounting pneumatic tires of equal size which may be either treaded or smooth faced, but which shall all be alike. Wheels shall be equally spaced along both axle lines so that their center to center distance is not greater than 1.875 times the nominal tire width. The tires shall be arranged so that those on one axle track midway between those on the other. Tires shall be capable of operating at inflation pressures up to 827 kPa (120 psi). Uniformly inflate tires so that the difference in the pressures in any two tires shall never exceed 35 kPa (5 psi). Provide means for checking the tire pressure on the job at any time. For each size and type of tire used, furnish a copy of the tire manufacturer's chart showing the internal volume of the tire as well as the relationship between wheel load, inflation pressure and tire contact width and area. Equip the roller with a means of adjusting its total mass by ballasting so that the load per wheel can be varied from 1,600 to 3,600 kg (3,500 to 8,000 lb). Furnish a copy of the roller manufacturer's calibration chart for the ballast box showing the empty or tare mass of the roller. Adjust the tire inflation pressure and the wheel loads as required. On the axle having an even number of wheels, arrange the wheels to oscillate in pairs or individually. Equip the roller with dual operating controls, power steering and some type of fluid drive or torque converter.

Pneumatic tired rollers meeting the requirements of the proof roller may be used in lieu of those specified above.

Pneumatic tired compactors shall have not less than 4 wheels abreast on the line of the main axle. The compactor shall be so articulated or shall have pairs of wheels mounted on oscillating axles in such a manner as to insure that a constant and uniform load is carried by each wheel. Wheels shall be uniformly spaced along axle lines so that their center to center distance is not greater than 1.75 times the nominal tire width. Align the wheels on one axle to track midway between those on any other. All tires shall be of equal size and diameter and shall be capable of operating at an air pressure of at least 620 kPa (90 psi). Uniformly inflate tires so that the difference in the pressures in any two tires shall never exceed 35 kPa (5 psi). Provide means for checking the tire pressure on the job at any time. For each size and type of tire used, furnish a copy of the tire manufacturer's chart showing the internal volume of the tire as well as the relationship between wheel load, tire inflation pressure and tire contact width and area. When operating light, no wheel on any axle shall carry a load of more than 2,300 kg (5,000 lb). Provide means for adding sufficient ballast so that each wheel may be loaded to at least 11,300 kg (25,000 lb). In addition, the compactor shall be capable of applying to the ground, loads as great as 45 metric ton (50 ton) and 21.4 kg/mm (1,200 lb/in.) on nominal tire width, measured along an axle line. Adjust the mass of the compactor and the air pressure in the tire to that which produce the specified density with the least number of passes without exceeding the shear value of the soil. Furnish a copy of the roller manufacturer's calibration chart for the ballast box showing the volume of the box, in m^3 (ft^3), for at least 75 mm (3 in.) increments of depth and also showing the empty or tare mass of the roller. Make at least 2 complete coverages of each layer of material being compacted or at least 4 coverages in the cases of compactors having only a single line of axles.

Do not use vibratory compactors until approved.

The proof roller shall be a pneumatic tired roller or pneumatic tired compactor weighing not less than 45 metric ton (50 ton) and capable of applying to the ground loads of not less than 11,300 kg (25,000 lb) per wheel. Equip with tires of equal size and diameter and capable of operating at an air pressure of at least 620 kPa (90 psi). Uniformly inflate tires so that the difference in the pressures in any two tires shall never exceed 35 kPa (5 psi). Provide means for checking the tire pressure on the job at any time.

(c) Tests. Do not place subsequent layers until the previous layer of the embankment is compacted to the degree that no further appreciable deflection is evidenced under the action of proof rolling equipment, as determined by the Engineer.

Rolling and proof rolling may be deleted on any layer or portion thereof when compaction is determined to be physically impractical.

Consider payment for rolling and proof rolling or for the correction of any subgrade weakness or deficiencies disclosed by the proof rolling operation subsidiary to the price bid for the "Excavation" item.

203.03.17 Maintenance of Embankment. Replace embankment material which may be lost or displaced as a result of natural settlement of the ground or embankment with acceptable material. The quantity of material required will be paid for at the contract unit price bid for the type of materials used, and overhaul, if applicable.

Remove and replace with acceptable material, any embankment or portion thereof which has been constructed with unapproved material. Remove and replace portions of the embankment which may become unstable or displaced as the result of carelessness or negligence.

METHOD OF MEASUREMENT

203.04.01 Measurement. Excavation will be measured on a volume basis by cross sectioning the area to be excavated and computing neat lines for an end area. The average end area method will be used with no allowance made for curvature. If it is impossible or impractical to measure quantities by average end areas, the quantities will be computed by a method which is best suited to obtain an accurate determination.

Excavation will be measured by the cubic meter (cubic yard) of material excavated and placed as required. The estimated quantities shown on the plans, plus or minus authorized quantity changes, will be the quantity used for payment. The Engineer or the Contractor may, however, request a final measurement, in which case final cross sections will be taken. Submit request for final measurement in writing. When final cross sections are taken the determination of quantities derived therefrom will be the quantities used for payment. If the Contractor requests final measurement and the quantities thus determined are equal to or less than the planned quantities plus authorized changes, the Contractor shall reimburse the Department for the Department's expenses incurred by such final measurement.

When changes are made during construction such as widening cuts, changing grades, disposing of unsuitable material, stockpiling selected material and other changes resulting in increases or decreases in quantities, then additional measurements for payment will be made as hereinafter outlined:

(a) Unsuitable Material. When the removal and disposal of unsuitable material is shown in the contract documents, such material will be measured for payment as excavation for the related item.

Removal and disposal of unsuitable material, not shown on the plans, will be measured and paid for as "Roadway Excavation" and "Overhaul." However, if removal and disposal of unsuitable material not shown on the plans requires special equipment or unusual operations, it may be paid for as extra work according to Subsection 104.03.

No measurement will be made of suitable material temporarily removed and replaced to facilitate compaction of material.

(b) Overbreak. All sideslope overbreak, as defined in Subsection 203.03.05, will not be paid for.

Rock removed to a maximum depth of 150 mm (6 in.) below subgrade will be measured for payment provided the rock has been removed sufficiently to permit accurate cross sectioning. Replacement to this depth with material designated on the plans or approved will be measured and paid for at the contract unit price for the material used.

Rock loosened or removed in excess of 150 mm (6 in.) below subgrade will not be measured or paid for. When ordered, remove the loosened material and refill the resultant space with approved material at own expense.

(c) Widening Cuts. If directed to excavate beyond the limits of the typical cross section before the excavation is substantially completed, the material shall be classified as "Roadway Excavation" and paid for at the contract bid price. However, if widening cuts requires special equipment, or unusual and extra expense, it may be paid for as extra work according to Subsection 104.03.

(d) Selected Material. Selected material stockpiled as provided in Subsection 203.03.08, will be measured for payment as roadway excavation both in its original position and also from the stockpile. Measurement of the material taken from stockpile will be made of the volume actually removed.

(e) Surplus Material. Surplus excavated material will be measured for payment as roadway excavation and no further compensation will be allowed by virtue of the method of disposing, placing, or widening embankments caused from such surplus material. Any additional "Overhaul" resulting from the disposal of surplus material beyond the designated balance will be measured for payment.

(f) Slides and Slipouts. In the event of slides and slipouts, the Engineer and Contractor shall negotiate in each case and decide the relative difficulty of performing the work, and payment will be made either as "Roadway Excavation" or as extra work as provided in Subsection 104.03.

Where slopes have been previously completed, the cost of resloping required in areas where unstable material is removed will be paid for as extra work as provided in Subsection 104.03.

The cost of pioneering work necessary to make slide or slipout areas accessible to normal excavation equipment and the cost of necessary clearing and grubbing will be paid for as extra work as provided in Subsection 104.03.

Only those quantities of slide or slipout material which are authorized and actually removed will be measured for payment.

(g) Overhaul. See Section 205.

Excavation in excess of the staked or authorized cross section will not be measured for payment, except as outlined above.

Material used for surcharge, whether shown on the plans or ordered, will be measured for payment as roadway excavation or borrow. If the surcharge is to be placed and removed under the terms of the same contract, the material will be measured for payment both in its original position and also from the surcharge position.

V-type ditches will be measured by the linear meter (station, each 100 linear feet shall constitute a unit of measure) parallel to the ground. The volume of excavation for such ditches will not be measured for payment.

Excavation items will be measured for payment in their original position.

Borrow embankment or selected borrow embankment will be measured by the cubic meter (cubic yard). The estimated quantities shown on the plans, plus or minus authorized quantity changes will be the quantity used for payment. No allowance or other consideration shall be made for consolidation or displacement of the original ground. Borrow embankment or selected borrow embankment material placed outside of the staked or authorized cross section will not be measured for payment. The Engineer or the Contractor may, however, request a final measurement, in which case final cross sections will be taken. Submit request for final measurement in writing. When final cross sections are taken the determination of quantities derived therefrom will be the quantities used for payment. If the Contractor requests final measurement and the quantities thus determined are equal to or less than the planned quantities plus authorized changes, the Contractor shall reimburse the Department for the Department's expenses incurred by such final measurement.

BASIS OF PAYMENT

203.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be considered full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Roadway Excavation	Cubic Meter (Cubic Yard)
Drainage Excavation	Cubic Meter (Cubic Yard)
Channel Excavation	Cubic Meter (Cubic Yard)
Borrow Embankment	Cubic Meter (Cubic Yard)
Borrow Excavation	Cubic Meter (Cubic Yard)
Selected Borrow Embankment	Cubic Meter (Cubic Yard)
V-type Ditches	Linear Meter (Station)

SECTION 204

ROUNDED AND TRANSITION SLOPES

DESCRIPTION

204.01.01 General. This work consists of rounding and shaping slopes.

CONSTRUCTION

204.03.01 General. Round the top of cut slopes by excavating to blend the cut slopes with the adjacent natural terrain. Round the top of embankments. At the intersection of cuts and fills, adjust and warp slopes to blend into each other or into the natural ground surface without noticeable break.

Cut slopes will be staked for flattening and rounding in places where the material is other than solid rock. Rock formations such as shales, decomposed sandstone and granite that can be readily excavated by means of hand tools, shall have the slopes flattened and rounded the same as earth slopes. A layer of earth overlying a rock cut shall be rounded above the rock the same as earth slopes.

Where the depth of cut or fill is insufficient to provide the full rounding required, proportionately adjust the distance for rounding.

Slope rounding and warping shall also apply to drainage ditches.

Adjust slope grading to protect standing timber, trees or other vegetation which should be preserved. Adjust by a gradual transition from the theoretical grading section required.

Construct slopes with a degree of smoothness that can be normally obtained by hand shovel operations.

METHOD OF MEASUREMENT

204.04.01 Measurement. Slope rounding will be measured by the linear meter (station, each 100 linear feet shall constitute a unit of measure).

Earthwork quantities within the limits of slope rounding will not be measured for payment.

BASIS OF PAYMENT

204.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay item listed below that is shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	**Pay Unit**
Slope Rounding	Linear Meter (Station)

SECTION 205

OVERHAUL

DESCRIPTION

205.01.01 General. This work consists of authorized hauling of roadway excavation in excess of the free-haul distance.

Free-haul distance is the specified distance that excavated material shall be hauled without additional compensation. The free-haul distance shall be 650 m (2,000 ft).

METHOD OF MEASUREMENT

205.04.01 Measurement. The item of "Overhaul" applies to roadway excavation only.

Overhaul will be measured by the cubic meter kilometer (cubic yard mile). The estimated quantities shown on the plans, plus or minus authorized quantity changes, will be the quantity used for payment. The Engineer or the Contractor may, however, request recalculation of quantities. Submit request for recalculation of quantities in writing. When quantities are recalculated, the recalculated quantities will be used for payment.

The limit of free haul shall be determined from a mass diagram by fixing on the volume curve, two points, one on each side of the neutral grade point, one in excavation and the other in embankment, such that the distance between them equals the free-haul distance, and the included quantity of excavation and embankment are in balance. All materials within the free- haul limit shall be eliminated from further consideration. The distance between the center of gravity of the remaining mass of excavation and the remaining mass of embankment minus the free-haul distance shall be the overhaul distance. The quantity of overhaul shall be the product of the overhaul distance measured in kilometers (miles) in excess of the free-haul distance, multiplied by the number of cubic meters (cubic yards) of material. Analytical methods may be used for computing overhaul in lieu of the mass diagram method described herein.

BASIS OF PAYMENT

205.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay item listed below that is shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

When overhaul does not appear as an item in the proposal, the contract unit price per cubic meter (cubic yard) for roadway excavation shall be considered as including payment for overhaul.

Payment will be made under:

Pay Item	Pay Unit
Overhaul	Cubic Meter Kilometer (Cubic Yard Mile)

SECTION 206

STRUCTURE EXCAVATION

DESCRIPTION

206.01.01 General. This work consists of the removal of material encountered for the construction of selected structures and other excavation specifically designated as structure excavation. This work also includes the work of disposing of surplus material and cleaning up the sites. Structure excavation includes dewatering and the construction or installation of all cofferdams, cribs, shoring, and other facilities which may be necessary to perform the excavations and the subsequent removal of such facilities except where they are required or permitted to remain in place. It also includes the necessary clearing and grubbing within the proposed structure area and removing old structures or parts thereof as required if the proposal does not include separate bid items for such work.

For specific requirements pertaining to the excavation involved in the installation of pipe culverts and underground piping, attention is directed to those Sections of these specifications governing such work.

Design and construct shoring, cribbing, or cofferdams as required. Construct safe and adequate shoring, cribbing, or cofferdams to provide the necessary rigidity and support the loads imposed.

Submit 6 sets of design calculations along with detailed drawings of the shoring, cribbing, or cofferdams for approval according to Subsection 105.02. Such design calculations and drawings shall be prepared and stamped by a professional engineer registered as a Civil Engineer in the State of Nevada. If such plans are not satisfactory make such changes in them as may be required. Do not begin construction of such shoring, cribbing, or cofferdams until the drawings are approved.

Allow 30 days for Department review and approval of complete excavation shoring shop drawings. Allow an additional 60 days for such shop drawings that also require Railroad approval. Do not begin excavation shoring construction until shop drawings have been approved. No additional time will be provided for shop drawings submittals that are returned for correction by either the Department or the Railroad.

Follow OSHA safety regulations (29 CFR, Part 1926, Subpart P, Excavations) for sloping the sides of excavations, using shoring and bracing, and for using other safety features. When sides of excavations are sloped for safety considerations submit, for informational purposes, one copy of the design that demonstrates conformity with OSHA regulations. Where support systems, shield systems, or other protective systems are to be used submit design calculations along with detailed drawings that demonstrates conformity with OSHA regulations. Submit the design calculations and detailed drawings according to Subsection 105.02.

206.01.02 Classification. Classification of structure excavation will not be made on the basis of materials or conditions encountered. Classification of excavation, if made, will be on the basis of the material removed between certain elevations, and such classification as shown on the plans or set forth in the Special Provisions shall not be changed regardless of the material encountered.

CONSTRUCTION

206.03.01 General. Give notification at least 2 weeks in advance of the beginning of excavation so that elevations and measurements may be taken of the existing ground before it is disturbed and of existing substructure units within the limits of excavation for structures before they are removed. Material excavated or removed before these measurements have been taken will not be paid for.

Excavate to the established elevations and dimensions. Consider the elevation of the bottoms of footings as shown on the plans as approximate only. Changes in dimensions or elevation of footings as may be necessary to secure a satisfactory foundation may be ordered in writing.

Compact foundations for culvert pipe and structures to not less than 90% of the maximum density as determined by Test Method No. Nev. T101. The in-place density will be determined by Test Method No. Nev. T102 or T103.

Cut rock or other hard foundation material to a firm surface, either level, stepped or serrated. Clean the excavation of loose material. Clean out and fill seams and crevices with concrete mortar or grout.

Should foundation excavation be below grade, backfill to the required elevation with backfill or foundation fill with no additional payment.

Dewater wet excavations for inspection and for construction of foundations unless otherwise provided.

Utilize suitable excavated material for backfilling or in embankments. Dispose of surplus or unsuitable material so as to cause no obstruction to flow of streams, or otherwise impair the efficiency or appearance of the structure. Dispose in such a manner as to prevent damage to property or the creation of unsightly conditions, and do not place where it will interfere with the operation of drains or impair the roadway ditches, etc.

206.03.02 Inspection. After each excavation is completed, give notification, and do not place materials therein until the depth of excavation and the character of the foundation material has been approved.

METHOD OF MEASUREMENT

206.04.01 Measurement. Structure excavation will be measured by the cubic meter (cubic yard) of material excavated and placed as required. The estimated quantities shown on the plans, plus or minus authorized quantity changes, will be the quantity used for payment.

The Engineer or the Contractor may, however, request recalculation of quantities. Submit request for recalculation of quantities in writing. When quantities are recalculated, the recalculated quantities will be used for payment.

The volume of water or any other liquid will not be included in the measurement for payment. The volume of mud, muck, or similar semi-solid matter not resulting from construction operations and which cannot be pumped or drained away shall be included.

BASIS OF PAYMENT

206.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay item listed below that is shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

No compensation will be made for the removal and disposal of material which may come into an excavation from outside the designated limits or for the removal and disposal of swell material resulting from the driving of piles in an excavation.

The limits of structure excavation shown in the plans shall be used for the method of measurement and payment only. Make the structure excavation limits outside the vertical planes 450 mm (18 in.) outside the structures according to the OSHA safety regulations. There will be no additional compensation for protective systems required by the OSHA regulations.

When plan quantities of structure excavation are based upon the use of shoring, no increase in structure excavation quantity will be allowed when shoring is eliminated.

When an item for structure excavation does not appear in the proposal, structure excavation will be considered as incidental to the installation of the structure and compensation shall be considered as being included in the contract prices for other items of work.

Payment will be made under:

Pay Item	Pay Unit
Structure Excavation	Cubic Meter (Cubic Yard)

SECTION 207

BACKFILL

DESCRIPTION

207.01.01 General. This work consists of placing and compacting backfill or granular backfill material in excavations for bridges, retaining walls, headwalls, culverts, and other structures.

This work also consists of furnishing and placing slurry cement backfill as shown on the plans, or as an alternative to backfill or granular backfill. Applications include use as structural fill, pipe encasement, or pipe and trench backfill as approved. For placement adjacent to bridge structures, prior approval by the Bridge Engineer is required.

MATERIALS

207.02.01 Backfill. Provide backfill material free from stones or lumps of material exceeding 75 mm (3 in.) in greatest dimension and free from sod, frozen earth, and organic materials. Acceptable material from excavation may be used for backfilling unless granular backfill is specified and the material from excavation does not conform to the requirements therefore.

207.02.02 Granular Backfill. Granular backfill shall consist of natural sand or a mixture of sand with gravel, crushed gravel, or crushed stone and conform to the following requirements:

Sieve Sizes	Percentage Passing by Mass
75 mm (3 in.)	100
4.75 mm (No. 4)	35-100
600 µm (No. 30)	20-100
75 µm (No. 200)	0-12

Test	Test Method	Requirements
Sieve Analysis	Nev. T206	Above
Liquid Limit	Nev. T210	35 Max.
Plasticity Index	Nev. T212	10 Max.

Do not use pea gravel as granular backfill. Pea gravel is typically a byproduct of aggregate crushing and/or screening operations. It is uniformly graded, normally having a nominal size of 9.5 mm ($^3/_8$ in.).

Granular backfill shall also conform to the following requirements based on usage:

Test	Culverts and Structures (Concrete) Corrugated Metal Pipes (Steel)	Corrugated Metal Pipes (Aluminum)	Test Method
pH Value	5.0 to 9.5	4.0 Min.	Nev. T238
Resistivity	1000 ohm·cm Min.	500 ohm·cm Min.	Nev. T235

207.02.03 Slurry Cement Backfill. Slurry cement backfill shall consist of a fluid, workable mixture of various combinations of aggregate, cement, mineral admixtures, liquid admixtures, and water. Aggregate shall consist of either a concrete, grout, or mortar aggregate as specified in Section 706. In addition, material from excavation, imported material, or a combination thereof, which is free of organic matter and other deleterious substances may be used. Imported or excavated material or combination thereof shall meet the requirements of Subsections 207.02.01 and 207.02.02 with the substitution of the following gradation requirements:

Sieve Size	Percent Passing by Mass
19 mm ($^3/_4$ in.)	100
75 µm (No. 200)	0-10

Cement shall meet the requirements of Section 701. All approved cement types and blended cements or combination thereof may be used. Mineral admixtures shall meet the requirements of ASTM C618, for Type N, F, or C.

For approval, submit a mix design and arrange a trial batch demonstration to ensure accordance with performance specifications listed herein. The mix design shall include a list of all ingredients, the source of materials, gradations of aggregates, types of admixtures, dosage rates, and batch weights. A change in the source of materials, gradation, or addition or deletion of admixtures may necessitate a new mix design and trial batch.

Provide test data from a testing laboratory showing that the proposed mix design meets the performance specifications herein.

In lieu of performing a trial batch, a mix design having prior acceptance by the Department, local municipalities, or utility companies may be approved if documentation of test results and past field performance is provided.

Submit slurry cement mix designs conforming to one of the following classes of flowable fill, A or B, depending on the application. The type of application shall be shown on the plans or be as determined by the Contractor and approved. Determine proportioning as shown on the approved mix design. The trial batch and subsequent placements shall produce a mix consistency that will result in a flowable self-leveling product at the time of placement.

	Excavatable	Non-Excavatable
Class	**A**	**B**
28 Day Strength	340 to 1,400 kPa (50 to 200 psi)	1,400 to 6,900 kPa (200 to 1,000 psi)
Air Content	5% min.	5% min.
Subsidence	1% max.	1% max.

The use of air entrainment, air generators, or foaming agents may be needed to meet the performance specifications. The 28 day compressive strength testing and sampling will follow the procedure set forth in Test Method Numbers Nev. T428 and ASTM C39, except cylinders shall not be rodded during sampling. The air content will be determined by Test Method No. Nev. T431. Subsidence will be tested according to ASTM C940, except a standard 152 mm by 305 mm (6 in. by 12 in.) cylinder may be used for measurement purposes. Subsidence is defined as settlement or bleeding and shall not exceed 1%. Mixtures that require placement by use of a concrete or grout pump will be allowed a maximum subsidence of 2%. Slump tests may be performed on a random basis using Test Method No. Nev. T438 for the purpose of controlling consistency at the job site.

CONSTRUCTION

207.03.01 General. Compact with mechanical tamping units.

Compact foundations for culvert pipe to not less than 90% of the maximum density and for reinforced concrete boxes to not less than 95% of the maximum density as determined by Test Method No. Nev. T101. The in-place density will be determined by Test Method No. Nev. T102 or T103.

Place backfill material in uniform horizontal layers not exceeding 200 mm (8 in.) in loose thickness before compaction. Bring up uniformly on all sides of the structure or improvement. Moisten each layer of backfill as necessary and compact thoroughly until 90% of the maximum density is achieved. Compact each layer of backfill so placed for selected borrow embankments, abutments, piers, retaining walls, and wingwalls for bridges until 95% of the maximum density is achieved as determined by Test Method No. Nev. T101. The in-place density will be determined by Test Method No. Nev. T102 or T103.

Do not compact backfill material by ponding or jetting.

Deposit material resulting from structure excavation, not used as backfill, in roadway embankments according to Section 203 or otherwise dispose of along the roadway in an approved manner.

Do not place backfill material until the structure or facilities have been inspected and approved for backfilling. Do not deposit backfill material against the back of concrete abutments, concrete retaining walls or the outside walls of concrete box culverts until the concrete has reached an age of 14 days or the concrete has developed a compressive strength of 17 MPa (2,500 psi) as determined by ASTM C39.

Where backfill is placed against waterproofed surfaces, take care not to damage the waterproofing material.

207.03.02 Placing and Compacting at Abutments, Piers, and Walls. Where backfill is to be placed on one side of an abutment, wingwall, pier, retaining wall, or headwall, exercise care during placement and compaction of backfill material to prevent over compacting to the point of displacing line or batter or both.

Step-cut or bench existing slopes which are shaped so as to cause a wedge action in the backfill, before backfilling.

207.03.03 Placing and Compacting at Culverts. Place backfill along both sides of the culvert equally in uniform layers not exceeding 200 mm (8 in.) in loose thickness before compaction.

Take care in placing and compacting the material under the haunches of pipe.

Continue backfilling as described to the level of the ground or to an elevation 150 mm (6 in.) above the structure in the case of a pipe culvert in projection, or even with the top of the structure in the case of a RCB culvert in projection.

Do not allow construction equipment or other traffic to cross any culvert until a safe minimum depth of fill above the culvert has been placed and compacted. Protect the structure from superimposed loading created by construction equipment. Repair any damage done to the structure or replace the structure without extra compensation.

Take care in backfilling arches. Cover arches in layers conforming to the shape of the arch and tamp thoroughly.

207.03.04 Slurry Cement Backfill Placement. Manufacture slurry cement backfill at plants that qualify as approved sources for redi-mix concrete suppliers and deliver to the site in transit-mix trucks. After delivery and immediately before discharge, agitate the mix at mixing speed for a minimum of 70 revolutions for approximately 3 minutes. Discharge or pump the mix from the transit-mix truck into the space to be backfilled. When backfilling pipe culverts, distribute the mix evenly to prevent movement of the pipe. Placement may be required in stages to prevent uplifting of the pipe. Take appropriate measures such as installing straps or soil anchors to secure pipes from movement during fill placement.

Do not place slurry cement backfill on frozen ground. Protect slurry cement backfill from rapid surface moisture loss and from freezing for 36 hours after placement. Do not allow vehicle traffic or placing of pavement surfaces thereon until a penetration resistance of 4.1 MPa (600 psi) has been achieved using a hand held penetrometer according to ASTM C403. This penetration will be considered achieved when a person weighing at least 68 kg (150 lb), by use of their body mass as an axial load, cannot penetrate the slurry cement backfill with the square cut end of a No. 13 (#4) steel reinforcing bar.

METHOD OF MEASUREMENT

207.04.01 Measurement. Backfill, granular backfill, and slurry cement backfill will be measured by the cubic meter (cubic yard). The estimated quantities shown on the plans, plus or minus authorized quantity changes, will be the quantity used for payment.

The Engineer or the Contractor may, however, request recalculation of quantities. Submit request for recalculation of quantities in writing. When quantities are recalculated, the recalculated quantities will be used for payment.

BASIS OF PAYMENT

207.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

The limits of backfill, granular backfill or slurry cement backfill shown in the plans shall be used for the method of measurement and payment only. There will be no additional compensation for any additional backfill materials required for excavations required to meet the OSHA regulations or for the elimination of shoring.

When material from structure excavation is unacceptable as backfill and backfill material is obtained from roadway excavation, borrow or from base materials, it will be paid for both as backfill and the respective bid item from which it is obtained. When granular backfill is called for, it will be paid as granular backfill only.

When an item for backfill does not appear in the proposal, backfill will be considered as incidental to the installation of the structure and compensation shall be considered as being included in the contract prices for other items of the work.

Payment will be made under:

Pay Item	Pay Unit
Backfill	Cubic Meter (Cubic Yard)
Granular Backfill	Cubic Meter (Cubic Yard)
Slurry Cement Backfill	Cubic Meter (Cubic Yard)

SECTION 208

FOUNDATION FILL

DESCRIPTION

208.01.01 General. This work consists of furnishing and placing foundation fill in areas where unstable foundation materials have been excavated below the foundation elevation for culverts, bridges, and all other structures.

MATERIALS

208.02.01 General. Material shall be as set forth in the Special Provisions.

CONSTRUCTION

208.03.01 General. Remove unsatisfactory material to the depth required. Place foundation fill to the required elevation.

Compact foundation fill with mechanical tamping units or by other compaction methods.

Compact foundation fill to not less than 90% of the maximum density as determined by Test Method No. Nev. T101. The in-place density will be determined by Test Method No. Nev. T102 or T103.

Do not compact by ponding or jetting.

METHOD OF MEASUREMENT

208.04.01 Measurement. Foundation fill will be measured by the cubic meter (cubic yard).

BASIS OF PAYMENT

208.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay item listed below that is shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Foundation Fill	Cubic Meter (Cubic Yard)

SECTION 209

DRAIN BACKFILL

DESCRIPTION

209.01.01 General. This work consists of furnishing, hauling, placing, and compacting drain backfill material around structures or perforated underdrains.

MATERIALS

209.02.01 General. Material shall conform to the following Subsection:

Drain Backfill .....Subsection 704.03.01

CONSTRUCTION

209.03.01 General. Compact drain backfill to the satisfaction of the Engineer.

Do not compact by ponding or jetting.

209.03.02 Underdrains. Excavate and place drain backfill according to Section 607.

METHOD OF MEASUREMENT

209.04.01 Measurement. Drain backfill will be measured by the cubic meter (cubic yard).

BASIS OF PAYMENT

209.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay item listed below that is shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Drain Backfill	Cubic Meter (Cubic Yard)

SECTION 210

WATERING

DESCRIPTION

210.01.01 General. This work consists of furnishing, hauling, and applying water required for compaction or processing of materials, and for controlling dust.

MATERIALS

210.02.01 General. Material shall conform to the following Section:

Water .....Section 722

CONSTRUCTION

210.03.01 Equipment. Use pressure type distributors for applying water required for compacting materials and for controlling dust. Equip pressure type distributors with a spray system that uniformly applies water. Equip all watering equipment with a positive means of shutoff. An approved pump, pipe, hose, and nozzle equipment may be used in embankment construction. Where the head is sufficient to provide equal pressure, the pump requirement may be eliminated.

210.03.02 General. Apply water for dust control in the amounts and on the areas designated by the Engineer.

Apply water in the amount necessary to attain the required compaction. In certain base courses, introduce water into the aggregate at the plant and supplement by additional wetting by pressure type distributors as required.

Excavation areas and borrow pits may be watered before excavating material.

When water is applied directly to the roadbed, process the material by suitable equipment until the layer is uniformly wet. Do not disturb layers which have been previously placed and compacted.

210.03.03 Water Supply.

(a) General. Provide an adequate water supply. Negotiate with owners of supply and sign an agreement with each owner before removing the water. Furnish a copy of said agreement. Pay all royalties occurring under such agreements and also obtain any necessary right of way.

(b) Water Wells. If electing to obtain water from an existing well or to drill a well for highway construction purposes, request a waiver be issued in accordance with Nevada Revised Statutes and the Nevada Administrative Code.

File all requests for waiver to the Engineer on NDOT Form No. 040-074, and ensure the request package includes the following information:

1. The location of the proposed water well by public survey, county assessor's parcel number and plot map.
2. The project and contract number.
3. The total amount of water that will be consumed each day.
4. The name, address and telephone number of the person responsible for plugging the well. Also include the name, address and telephone number of the owner of the land where the well is located if not the same as the person responsible for plugging the well.
5. A notarized affidavit signed by the person responsible for plugging the well which states that they will be responsible for plugging the well if it is abandoned.
6. The name, address and telephone number of a person who will be available to answer questions concerning the contract.

7. The date the contract is scheduled to be completed.

Maintain a copy of the approved waiver onsite at all times during drilling operations.

Should circumstances dictate that the well location be moved outside of the 16.187 hectare (40 acre) subdivision described on the approved waiver, request an amendment using NDOT Form No. 040-074.

By signing and submitting a request for a waiver, agree to the following:

1. Use a water well driller licensed in Nevada to perform all drilling and plugging. All drilling and plugging shall be in accordance with the "Regulations For Drilling Water Wells," current edition, which may be obtained from the Office of the State Engineer, Division of Water Resources, 123 W. Nye Lane, Carson City, Nevada 89706-0818, phone (775) 687-4380.
2. Use the new well for highway construction purposes only, no other use will be considered or allowed.
3. Within 3 days of completion of the contract, defined as District acceptance, plug the well in accordance with the requirements of the Office of the State Engineer.
4. Notify the Office of the State Engineer of plugging within 30 days of contract completion. Provide a copy of said notification to the Engineer.

(c) Changes in the Diversion or Use of Surface Water. If electing to obtain water by a change in the place of diversion, manner of use or place of use of water already appropriated, apply for a permit in accordance with NRS 533.345.

The application for the permit to change the place of diversion, manner of use or place of use of water, already appropriated, may be obtained from and shall be filed with the Department of Conservation and Natural Resources, Office of the State Engineer, Division of Water Resources, 123 W. Nye Lane, Carson City, Nevada, 89706, phone (775) 687-4380.

Give a copy of the approved application to the Engineer.

BASIS OF PAYMENT

210.05.01 Payment. Full compensation for developing an adequate water supply, for furnishing all necessary equipment, for obtaining water from the source or sources, for water, and for furnishing of equipment necessary to apply the water, shall be considered as included in the contract unit price paid for other appropriate items and no separate payment will be made therefore.

SECTION 211

EROSION CONTROL

DESCRIPTION

211.01.01 General. This work consists of preparing slopes, placing and compacting top soil, seeding, hydro-seeding, fertilizing, mulching, placing erosion control fabric, and applying soil stabilizer on graded and disturbed areas.

MATERIALS

211.02.01 General. Material shall conform to the following Section:

Roadside Materials.....Section 726

The rates of application of seed, fertilizer, mulch, tackifier, and soil stabilizer will be specified in the contract documents.

CONSTRUCTION

211.03.01 Preparation. Cultivate excavation slopes to the depth shown in the contract documents and uniformly spread topsoil, if required, to a minimum thickness of 75 mm (3 in.).

Cultivation of embankment slopes and covering with topsoil will not be required unless specified or ordered. If cultivation of embankment slopes and covering with topsoil is ordered, the cost of such work will be paid for as extra work as provided in Subsection 104.03.

Do not perform cultivation until all other equipment is through working in the area.

Operate equipment such that furrows are produced perpendicular to the natural flow of water.

211.03.02 Placement of Topsoil. Transport approved topsoil directly from the source to final position. Evenly spread topsoil to the depth shown on the plans. After spreading topsoil, rake up, remove, and dispose of all large clods, hard lumps, rocks, and litter.

Do not place topsoil when the ground or topsoil is frozen, excessively wet, or not in an acceptable condition.

Repair all damage occurring to existing roadbeds, shoulders, walks, curbs, or other existing adjacent structures or areas due to hauling and placing the topsoil.

211.03.03 Compaction. Compact all topsoil unless otherwise specified or approved. Compact by sheepsfoot roller, cleated crawler tractor, or similar approved equipment, which will produce 1,000 to 2,000 kPa (150 to 300 psi) ground pressure. Design and construct equipment to produce a uniform rough textured surface ready for seeding and mulching, and which will bond the topsoil to the underlying material. Cover the entire area by a minimum of 4 passes of the roller or approved equipment. Operate compaction equipment parallel to the natural flow of water on the slopes unless otherwise approved. Convey the roller or approved equipment up and down the slopes by approved means. Finish grade of the topsoil to be 25 mm (1 in.) below the top of all curbs, catch basins and other structures.

If water is required to condition the topsoil for compaction, furnish a suitable amount and apply by approved methods.

211.03.04 Seeding and Fertilizing. Give a minimum of 24 hours notification in advance of any seeding operation for approval of the seeding areas. After approval, seeding and fertilizing of the approved areas may begin.

Prepare the soil by scarifying the surface to a minimum depth of 150 mm (6 in.). Operate equipment such that furrows are produced perpendicular to the natural flow of water. Remove and dispose of all rocks larger than 150 mm (6 in.) in smallest dimension from the surface of slopes to be seeded.

Do not seed during windy weather or when the ground is frozen. Uniformly spread seed and fertilizer at the rate and mix specified in the contract documents. Sow seed and fertilizer by one of the following methods:

(a) An approved type hydro-seeder which utilizes water as the carrying agent and maintains a continuous agitator action that will keep seed and fertilizer mixed in uniform distribution until pumped from the tank. Maintain pump pressure to maintain a continuous, nonfluctuating stream of solution.

(b) An approved blower equipment with an adjustable disseminating device capable of maintaining a constant, measured rate of material discharge that will ensure an even distribution of seed and fertilizer.

(c) Helicopters properly equipped for aerial seeding and fertilizing. Equip helicopters with the following:

1. Two hoppers or seed compartments each capable of containing a minimum of 50 kg (100 lb) of seed or granular fertilizer.
2. Power-driven, readily adjustable disseminating mechanisms capable of maintaining a constant, measured rate of distribution of seed or granular fertilizer.
3. For liquid fertilizer, equip the helicopter with two barrels or containers capable of containing a minimum of 50 L (15 gal) each. Uniformly distribute liquid fertilizer by a spray boom of sufficient size and length, fitted with nozzles.

(d) Approved power-drawn drills with double-disc front delivery openers and depth bands for positive depth control. Set depth control at a depth of 19 mm ($^3/_4$ in.) for consistent furrow bottom placement. An approved deep furrow drill may be used where it is determined the seedbed is firm and there is little danger of soil blowing. An approved spreader may be used for fertilizer placement. Calibrate drills and spreaders before use.

Seed and fertilize areas inaccessible to above methods of application by approved hand methods. Uniformly distribute the material at the rates specified.

Provide qualified personnel experienced in all phases of the seeding and fertilizing operation, equipment, and methods as herein specified.

211.03.05 Spreading Mulch.

(a) Hay or Straw. Uniformly spread hay or straw mulch immediately after seeding by means of an approved type mulch spreader. The spreader shall produce a uniform distribution of the hay, without cutting or breaking it into short stalks. Mulch areas beyond the range of the mulch spreader by approved hand methods.

Anchor straw, grass hay or shredded bark into the soil by use of a disc, sheepsfoot roller or similar approved equipment. Anchor to a depth of 50 mm (2 in.), across the slope, and with no more than one pass of the equipment on the same surface.

(b) Wood Cellulose Fiber. Apply wood cellulose fiber with seed and fertilizer by approved hydraulic equipment. Use equipment with a built in agitation system with an operating capacity sufficient to agitate, suspend and homogeneously mix a slurry of the specified portions of fiber, fertilizer, seed, and water. Equip distribution and discharge lines with a set of hydraulic discharge spray nozzles which will provide a uniform distribution of the slurry.

211.03.06 Hydro-seeding. Prepare the soil by scarifying the surface to a minimum depth of 150 mm (6 in.). Operate equipment such that furrows are produced perpendicular to the natural flow of water. Remove and dispose of all rocks larger than 150 mm (6 in.) in smallest dimension from the surface of slopes to be hydro-seeded.

Apply the seed, fertilizer, soil amendments, and a specified portion of the mulch in one application by approved hydraulic equipment. Use equipment of the type specified in paragraph (b) of Subsection 211.03.05. Immediately after hydro-seeding, uniformly apply the remainder of the mulch in a single application which uses water as the carrying agent.

211.03.07 Applying Tackifier. When tackifier is specified, spray tackifier onto the mulch to anchor it in place. Apply the tackifier the same day the mulch is applied. The tackifier shall contain a color additive which will assist the applicator in the uniform application of the product. Remove, reseed, and remulch any mulch disturbed or displaced following application.

211.03.08 Placing Erosion Control Fabric. Unroll and place erosion control fabric parallel to the flow of water. Place immediately following final grading, if no seeding is required, or the placing of seed and fertilizer. Overlap strips a minimum of 150 mm (6 in.). Overlap ends at least 150 mm (6 in.) with the up-grade section on top. Bury the up-slope end of each strip of fabric in a 150 mm (6 in.) slot with the soil firmly tamped against it. Any other edge exposed to more than normal flow of water or strong prevailing winds may be required to be buried in a similar manner. Place check slots between the ends of strips by placing a tight fold of the fabric at least 150 mm (6 in.) vertically into the soil. Tamp and staple the fabric at the check slots the same as up-slope ends. Space check slots so that one check slot or one end occurs within each 15 m (50 ft) of slope.

Bury edges of fabric around the edges of catch basins and other structures as herein described. Spread fabric evenly and smoothly and in contact with the soil at all points.

Fasten erosion control fabric by approved wire staples, pins, spikes, or wooden stakes driven vertically and flush with the soil. Fasten fabric at intervals not more than 1 m (3 ft) apart in 3 rows for each strip of fabric. Place one row along each edge and one row alternately spaced in the middle. Fasten all ends of the fabric and check slots at 150 mm (6 in.) intervals across their width.

211.03.09 Soil Stabilizer. Mix and apply the soil stabilizer when weather conditions are suitable and as recommended by the manufacturer.

Do not use fiber mulch products in traffic areas.

METHOD OF MEASUREMENT

211.04.01 Measurement. Topsoil will be measured by the cubic meter (cubic yard) in the haul conveyance at the point of delivery.

Seeding, hydro-seeding, fertilizing, and mulching will be measured by the hectare (acre) or square meter (square yard). The estimated quantities shown on the plans, plus or minus authorized changes, will be the quantity used for payment.

Seeding and hydro-seeding shall also include the work of fertilizing, mulching, amending the soil, and surface scarifying unless separate items are provided.

Tackifier will be included in mulching and will not be measured separately for payment.

Erosion control fabric will be measured by the square meter (square yard) of surface covered. No allowance will be made for material overlap.

Soil stabilizer will be measured by the hectare (acre) or square meter (square yard).

The Engineer or the Contractor may, however, request recalculation of the quantities. Submit request for recalculation of quantities in writing. When quantities are recalculated, the recalculated quantities will be used for payment.

BASIS OF PAYMENT

211.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Topsoil	Cubic Meter (Cubic Yard)
Seeding	Hectare (Acre) or Square Meter (Square Yard)
Hydro-seeding	Hectare (Acre) or Square Meter (Square Yard)
Fertilizing	Hectare (Acre) or Square Meter (Square Yard)
Mulching	Hectare (Acre) or Square Meter (Square Yard)
Erosion Control Fabric	Square Meter (Square Yard)
Soil Stabilizer	Hectare (Acre) or Square Meter (Square Yard)

SECTION 212

LANDSCAPING

DESCRIPTION

212.01.01 General. This work consists of furnishing and planting trees, shrubs, and ground covers.

MATERIALS

212.02.01 General. Material shall conform to the following Section:

Roadside Materials.....Section 726

212.02.02 Nomenclature. Nomenclature for plant names and varieties shall be according to the latest edition of "Standardized Plant Names" as prepared by the American Joint Committee on Horticultural Nomenclature.

Plant material will be classified by group as follows:

Plants, Group A.....Denotes canned plant material*
Plants, Group B .....Denotes balled and burlapped plant material
Plants, Group C .....Denotes ground cover
Plants, Group D.....Denotes grass (turf)
Plants, Group E .....Denotes grass (meadow)

*The size of canned plant material will be indicated in the description of the particular bid item. For example, Item No. 212 0304, "Plants (Group A-4)" denotes a #4 Container Class Size, Item No. 212 0308, "Plants (Group A-8)" a #8 Container Class Size, and so on.

212.02.03 Quality of Plant Materials. Provide plant material meeting the standards as set forth herein. During inspections plant material will be judged and rejections will be based upon these standards.

All plants shall comply with Federal and State laws requiring inspection for plant diseases and infestations. Inspection certificates required by law shall accompany each shipment of plants. Submit inspection certificates upon plant delivery.

In determining the quality of plant material, the following elements shall be evaluated:

(a) Root condition.

(b) Plant size (above ground).

(c) Insect and disease free condition.

(d) General appearance (color, shape, prior pruning).

A deficiency in any one of these elements will be sufficient reason to reject selectively or by lot.

212.02.04 Handling and Shipping. Pack plants for shipment according to standard practice for the type of plant being shipped. Do not allow the root system of plants to dry out at any time. Protect plants at all times against heat, freezing temperatures, sun, wind, climatic, and seasonal conditions during transit. Furnish plant material in containers unless otherwise specified. Handle all plants specified balled and burlapped (B & B) by the ball of earth and not the plant. Broken or "made" balls will not be accepted. Supply container grown plants well developed with sufficient root development to hold the earth intact after removal from the container without being root bound.

All plant material, except bareroot plants, are to be hardened material. Accomplish this by storing plants in a local licensed commercial nursery or by providing equivalent storage and care with written approval, for not less than 4 weeks before planting.

Before moving plants from nursery or storage area to job site, thoroughly spray them with a solution of an anti-desiccant/anti-transpirant conforming to the following requirements:

The material shall be in liquid form capable of application by spraying and/or dipping.

Upon drying, the mixture shall produce a gas-permeable, but water retarding, colorless film having an

MVT (Moisture-vapor-transmission) value of not more than 2.5. This means that not more than 160 mg (2.5 grains) of water pass through the film in 24 hours at 38 °C (100 °F) and relative humidity of 90 to 95%. The procedure for testing shall be as described in ASTM E96 or Technical Association of the Pulp and Paper Industry publication T464m-45.

Furnish two certificates from the manufacturer covering anti-desiccant/anti-transpirant material, certifying that the product complies with the specifications. Deliver the certificates at the time of, or before delivery of the order.

212.02.05 Inspection of Plant Material. Inform the Engineer, as soon as practical, of the source of plant material for the project. Inspection of plant materials at the source may be required before shipping of plants from the nursery. This inspection shall coordinate the judgment areas regarding size and quality of plant material between the Department, the Contractor, and the Nursery. However, there will be no acceptance of any plant material during this inspection.

All plant material will be inspected on arrival at the storage area. This inspection will determine the acceptance or rejection of the plant material based on quality as specified in Subsection 212.02.03. This inspection is for quality of plant material only and does not constitute final acceptance. Immediately remove plants which are rejected from the holding area and replace.

All plant material will be continually inspected from the time of arrival at the holding area, during planting and through the plant establishment period. Plants may be individually rejected during this time based on mechanical damage, quality or physical change of the plant which is not normal to the plant or to the season of the year. Immediately remove and replace plants from the holding area which were rejected.

212.02.06 Substitution of Plants. Do not substitute plant material unless evidence is submitted in writing from at least 3 suppliers that a specified plant cannot be obtained and has been unobtainable since the award of the contract. Make substitutions only with written approval. Furnish the nearest variety, size, and grade as approved.

212.02.07 Temporary Storage. Immediately plant the plant material delivered and accepted. “Heel-in” plants that cannot be planted within one day after arrival according to accepted horticultural practice, and as follows:

(a) Protect balled and burlapped plants by moist earth, sawdust, or other acceptable material.

(b) Place canned plants under shelter.

Protect plants stored under temporary conditions at all times from extreme weather conditions, and keep moist.

212.02.08 Lumber. Lumber for header boards and plant boxes shall conform to Section 718.

CONSTRUCTION

212.03.01 Site Preparation. Complete work on roadway construction, drainage facilities, grading, cleaning, etc., before beginning any preparation of the planting areas.

212.03.02 Layout of Planting. Designate, by means of stakes or other approved markings, the ground location of each random placed plant. Mark areas of massed or uniform solid plantings at their outer extremes only. Approval of plant stakeout will be required before the commencement of the preparation of planting areas.

In mixed planting areas, plant trees first, then follow with the larger shrubs, low shrubs, and the ground covers last.

212.03.03 Preparation of Planting Areas. During the preparation of planting areas, remove all clods, rocks, or other debris over 25 mm (1 in.) in largest dimension from both cultivated areas and backfill material, and dispose of as directed. Blend excess excavated material into the existing slopes. Load, haul, and dispose of any unsuitable material. The cost of handling unsuitable material will be paid by the appropriate rent equipment items or as extra work as provided in Subsection 104.03. In addition thereto, the following requirements will apply:

(a) Planter Boxes. Backfill material shall consist of 1 part humus to 3 parts topsoil by volume. Thoroughly and uniformly mix this material before placing in the planter boxes. After placing in the planter box,

water the material until it is completely saturated. Add sufficient backfill mixture and adequately wet so that after settlement has taken place, the material is approximately 50 mm (2 in.) below the top of the box.

(b) Planting Beds. Initiate the soil preparation after all grading has been completed and the irrigation system has been installed, tested, adjusted, and accepted. Loosen and thoroughly pulverize the ground surface within the area to a depth of 150 mm (6 in.). Incorporate humus, commercial fertilizer, and other additives at the rate specified in the contract documents, and thoroughly and uniformly till into the soil to a depth of 150 mm (6 in.). Bring the area to a plane in conformance to the elevations shown on the plans. Consolidate the area to be planted with approved cultipackers or rollers.

(c) Seed Beds. Prepare the soil as specified for planting beds.

(d) Planting Holes. Before excavating holes, designate the proposed location of the irrigation lines by means of stakes or other approved markings. In the event of conflict between individual planting holes and irrigation lines, excavate the planting holes in question before installing the irrigation lines.

Hand or mechanically excavate plant holes. Dig holes at the location of each individual plant, with the stake or marking being considered the center of the hole. Construct holes with vertical sides and horizontal bottoms and to the dimensions specified in the project plans. Scarify the sides of planting holes, if necessary to insure soil is loosened and not sealed.

After excavation and before backfilling, fill the plant pits twice with water. Should the pits fail to drain, give notification of this condition and suggest a remedy. Do not proceed with planting operations until directed.

Incorporate humus, commercial fertilizer, and other additives at the rates specified and thoroughly and uniformly mix with the material removed from the holes prior to backfilling. Before backfilling of holes, provide a sample of the backfill mix and mixing procedures for review. This sample will be used as reference material for the backfill mix as the project proceeds. Uniformly mix the soil amendments into the backfill for a homogeneous composition without balls, clumps or layers of individual materials. Prepare the backfill near the plant pit or mix backfill offsite. Either option must be approved before the beginning of planting operations.

Place fertilizer starter tablets in the backfill mixture of each planting hole at a minimum of 100 mm (4 in.) and a maximum of 200 mm (8 in.) below ground level. The number and size of tablets in each planting hole shall be as specified.

After backfilling the holes, saturate the material with water to the full depth of the hole and until ponding appears in the basin. Place sufficient backfill material so that after planting and settlement has taken place, the basin will conform to the section as shown on the plans.

(e) Planting Trenches. Excavate trenches to the dimensions specified and center on the planting line as staked or otherwise marked.

Incorporate humus, commercial fertilizer, and other additives at the rates specified and thoroughly and uniformly mix with the material removed from the trenches before backfilling. After backfilling the trenches, saturate the material with water to the full depth of the trench. Cross checks may be formed as necessary to permit ponding of water during the saturation period but must be removed before planting. Place sufficient backfill material so that after planting and settlement has taken place, the basin will conform to the section as shown in the plans.

212.03.04 Planting. Do not plant any area until receiving a written statement that the area concerned has been satisfactorily prepared.

Do not distribute more plants within the project area on any one day than can be planted and watered on that day.

Any planting done in soil that is too wet, too dry, or not properly conditioned as provided herein will not be accepted. Any further planting work will be suspended until the soil is satisfactory.

(a) Plants (Group A). Remove nursery stakes supporting plants in containers and properly prune the plants as specified herein.

Cut containers, at least twice, from top to bottom with a “cancutter” or other approved device. A spade or shovel is not an acceptable device. Remove the plants from the containers in such a manner that the ball of

earth surrounding the roots is not broken. Plant and water immediately after removal from the containers. Do not cut containers before delivery of the plants to the planting areas.

(b) Plants (Group B). On balled and burlapped material, cut strings or cords and lay the burlap back from the top half of the ball. Perform this after the plant is placed in its final position and before completion of the backfill.

(c) Plants (Group C). As soon as each plant is removed from its container, plant it in the prepared planting bed, in a hole previously prepared with a broad, blunt end trowel. Carefully lift the plant with the trowel, insert in the hole, and gently firm the earth around it to eliminate air pockets.

Tap plants loose from plastic or clay pots in such a manner that the ball of earth surrounding the roots is not broken, and then immediately plant. Plants in peat pots may be planted in the pots, provided the peat fiber is thoroughly wet. Carefully remove plants in cellulose fiber pots by tapping or peeling before planting. Plants brought to the jobsite in flats, pony packs, or bare root will not be accepted.

Keep roots of plants not in containers moist and covered at all times and do not expose to the air except while actually being placed in the ground.

Set plants in a plumb position in the backfill mixture material to such a depth that, after the soil has settled, the top of the plant ball will be level with the finished grade.

Place plants in such a manner that the roots will not be restricted or distorted. Do not compact soil around the roots or ball of the plant during or after planting operations. Raise back any plants which have settled deeper than specified in the above paragraph to the required level.

Water plants immediately after planting.

(d) Plants (Group D). Keep the seed bed in a moist friable condition when seeding has begun. Seed as soon as soil conditions allow after the initial watering of the amended soil. Do not seed in soil that is too wet or too dry, or in a condition not generally accepted as satisfactory for lawn seeding. Any further seeding work will be suspended until the soil is satisfactory.

Sow seed from standard mechanical grass seeding equipment with an adjustable gate, as appropriate to the area, and at the rate shown on the plans. After sowing, cover the seed by light raking or dragging and compact seeded areas by rolling. Exercise care to avoid leaving any footprints or other depressions in the compacted seed bed.

Evenly apply humus mulch immediately after the seed bed has been compacted, with manure spreaders, mulch blowers or other approved equipment. Spread humus at the rate of 1 m^3 per 120 m^2 (1 yd^3 per 1,000 ft^2). As soon as mulch is in place, the surface of the seed bed is to be dampened with a fine spray from a nozzle until the mulch is thoroughly moist.

(e) Plants (Group E). Keep seed bed in a moist, friable condition when seeding has begun. Seed as soon as soil conditions allow after the initial watering of the amended soil. Do not seed in soil that is too wet, too dry, or in a condition not generally accepted as satisfactory for lawn seeding. Any further seeding work will be suspended until the soil is satisfactory.

Sow seed from standard mechanical grass seeding equipment with an adjustable gate, as appropriate to the area, and at the rate shown on the plans. After sowing, cover the area by rolling. Avoid leaving any footprints or other depressions in the compacted seed bed.

212.03.05 Staking and Guying. Perform staking and guying concurrently with the planting operation. Fabricate stakes from cedar, redwood or lodgepole pine or as approved.

(a) Staking. Stake the plants specified in the contract documents.

The size, number of stakes, and the depth to be driven shall be as specified in the contract documents.

Place the stakes against but not through the plant ball in the case of Plants (Groups A and B).

(b) Tree Ties. Provide firm connections for attaching the ties to stakes and trees, as shown in the plans. When directed, use minimum 3.5 mm (10 gage) diameter galvanized wire encased in at least 12.5 mm (0.5 in.) diameter black rubber hose as tree ties, and twist connections.

(c) Guying. Guy the plants specified in the contract documents.

212.03.06 Pruning. Perform pruning as directed before plant materials are brought to the jobsite and planting areas.

Do not prune evergreen coniferous plants except as directed.

Perform removal of dead leaves from ground cover plants before these plants are brought to the planting areas.

212.03.07 Watering. If water is available from a new or existing State-owned irrigation system within the limits of the project, it may be obtained from such system free of charge. Where water is not available from such State-owned facility, furnish and apply water and pay all costs involved.

Keep valves at meters closed at all times, except while the irrigation system is actually in use.

Prevent water from wetting vehicles, pedestrians, and pavement. Repair any erosion, slippage, or settlement of the soil caused by watering.

(a) Plants (Groups A and B). Water all plants immediately after planting. Apply water in a moderate stream until the backfill soil around and below the roots or ball, or earth around each plant, is thoroughly saturated. Where watering is done with a hose, use an approved metal or plastic pressure reducing device. Do not allow the full force of the water from the open end of a hose to fall within the basin around any plant.

After the first watering, apply water to all plants as often and in sufficient amount as conditions may require to keep the soil wet around the root systems of the plants during the life of the contract. After the installed irrigation system has been accepted, it may be used to water the planted area.

Furnish any additional watering measures required to initially saturate the backfill. Water the plants immediately after planting, or maintain the plants in a satisfactory growing condition.

(b) Plants (Group C). As soon as all the perennials in a given area have been planted, apply water to that area in a fine mist from an atomizing nozzle until the entire planting bed is saturated. Do not perform this initial watering with the installed irrigation system.

After the first watering, apply water to the areas as often and in sufficient amount as conditions may require to keep the soil wet around the root systems of the plants during the life of the contract.

(c) Plants (Groups D and E). Keep the seed beds in a moist but not soggy condition until after germination. After germination, apply water to the areas as often and in sufficient amount as conditions may require during the life of the contract.

The installed turf irrigation system may be used to water those areas as long as care is taken to prevent erosion or other damage to the area. Should the irrigation system prove to be unsatisfactory, use other approved means of watering until germination is complete and all grass has attained a height of 25 mm (1 in.). After a uniform stand of grass which has attained a height of 25 mm (1 in.) has been achieved over the entire turf area, the installed turf irrigation system may be used to keep the area moist.

212.03.08 Replacements.

(a) Plants (Groups A, B, and C). During the planting and plant establishment period of the project, remove and replace in kind all plants that show signs of failure to grow normally or which are so injured or damaged as to render them unsuitable for the purpose intended, as directed. The work will be inspected on the first or second working day of each week during the planting and plant establishment periods, and all plants to be replaced will be marked or otherwise indicated. Complete replacement of such plants within 2 weeks.

(b) Plants (Groups D and E). Inspection of the turf will be at the time of the second cutting and inspection of the meadow area will be when the grass has reached a height of approximately 50 mm (2 in.). Use same types and amounts of seed for reseeding as specified for the initial planting and plant according to the contract documents.

212.03.09 Fertilizers and Additives. When fertilizers or additives are called for, apply them at the rates and as specified in the contract documents.

212.03.10 Protection of Existing Facilities. Repair or replace any existing buildings, equipment, piping, pipe covering, sprinkling systems, sewers, sidewalks, landscaping, utilities, roadways, and any other improvement for facilities damaged due to construction operations.

212.03.11 Plant Establishment Work. This work consists of watering and caring for all of the plants and planting areas, the replacement of plants, the weeding and general maintenance as specified herein.

The plant establishment period will begin at such time as all planting has been accomplished and all other work has been completed and the project is in a neat and clean condition.

The Engineer may establish separate dates for the start of the plant establishment periods based on acceptance of portions of the landscape installation.

The plant establishment period shall run from the beginning date established by the Engineer for a period of one year.

Submit a schedule of plant establishment activities, manpower and equipment for approval before starting establishment activities. Provide monthly a summary of plant establishment activities completed, including man hours expended.

Notification will be given in writing of the start of the plant establishment period and statements will be furnished regarding days credited to the plant establishment period after said notification.

The time required for plant establishment work shall be considered as included in the total time limit specified for the contract. Any day upon which no work is required, will be credited as one of the plant establishment days regardless of whether or not plant establishment work is performed.

Failure on any day to adequately perform required plant establishment work will not be credited as one of the plant establishment days. No extension of contract time will be granted beyond the final completion date by reason of failing to perform plant establishment work on days when such work is necessary.

Keep all plants watered as provided in Subsection 212.03.07. Make minor irrigation adjustments as directed.

Replace unsuitable or damaged plants. Use plants pre-approved for replacements.

Maintain the entire area within the control of access free of weeds and debris. The only additional vegetation to remain shall be existing native vegetation.

Remove the staking for plants at the end of the plant establishment period.

Control weeds, maintain soil saucers, rake rivlets and gullies, adjust or replace bracing and ties as necessary.

Spray or dust with appropriate insecticides, miticides, and fungicides as necessary to maintain plants in healthy and vigorous growing condition. Have pest, disease, and weed control chemicals applied according to their manufacturer's instructions by licensed applicators and as required by authorities having jurisdiction over such activity.

Remove and dispose of surplus earth, papers, trash, and debris, which accumulate in the planted areas according to Subsection 107.14. Care for the planted areas as to present a neat and clean condition at all times.

Prune or head back trees and shrubs when directed.

Liquidated damages will be assessed for each day the plant establishment work is inadequately performed. See Subsection 108.09 of the Special Provisions.

METHOD OF MEASUREMENT

212.04.01 Measurement. Preparing soil will be measured by the square meter (square foot).

Mowing strips will be measured by the linear meter (linear foot) along the top of the strip.

Planter boxes will be measured by the each.

Header boards will be measured by the linear meter (1,000 foot board measure, Mfbm).

Plants in Groups A through C and F through H will be measured by the number of plants in each group.

Plants in Groups D and E will be measured by the square meter (square foot).

Plant Establishment Work will be measured by the lump sum.

BASIS OF PAYMENT

212.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Preparing Soil (type)	Square Meter (Square Foot)
Mowing Strips	Linear Meter (Linear Foot)
Planter Boxes (type, size)	Each
Header Boards	Linear Meter (Mfbm)
Plants (Groups A-C)	Each
Plants (Groups D-E)	Square Meter (Square Foot)
Plants (Groups F-H)	Each
Plant Establishment Work	Lump Sum

SECTION 213

IRRIGATION SYSTEMS

DESCRIPTION

213.01.01 General. This work consists of furnishing and installing irrigation systems. The irrigation system as shown on the plans is diagrammatic only, install the various components of the system so as to provide complete and adequate coverage of the areas to be irrigated.

MATERIALS

213.02.01 General. Material shall conform to the following Section:

Roadside Materials.....Section 726

Portland cement concrete shall be Class A or Class AA unless otherwise provided, and shall conform to Section 501.

Submit 3 sets of brochures or shop drawings for each accessory or fixture, and each item of hardware or equipment to be installed, before ordering. Include pertinent dimensional, finish, installation and maintenance data necessary for the proper placement or use of each item. If approved, one stamped set of brochures for the item will be returned. Installation will not be allowed if pertinent brochures have not been approved. The approval of a brochure will not constitute final approval of the item.

213.02.02 Bedding and Backfilling. Backfill polyvinyl chloride (PVC) pipe to be used as conduit for future irrigation systems with granular backfill as shown on the plans. Bed and backfill PVC pipe supply lines as shown on the plans. Material for sand bedding of PVC pipe supply lines shall conform to the sieve size requirements for fine aggregate specified in Subsection 706.03.03.

Granular backfill shall conform to the requirements of Subsection 207.02.02.

213.02.03 Control Tubing. Control tubing shall be 25 mm (1 in.) flexible PVC conforming to ASTM D2287. The material shall have a durometer hardness of 85 to 94, and a specific gravity of 1.40 to 1.44.

213.02.04 Automatic Controllers. When called for on the plans, furnish and install automatic controllers on a concrete base. Controllers shall be an electrically timed device for automatically opening and closing control valves for predetermined periods of time and mounted so that all normal adjustments will be conveniently located for use by the operator. Enclose controllers in a weatherproof metal housing with hasp and lock or locking device. Master key all locks or locking devices and provide 3 sets of keys. Operating features shall include the following:

(a) Equip the controller to adjustably operate each valve in the circuit for setting to remain open for any desired period of time from 5 to 30 minutes.

(b) Equip the controller to operate on 110 - 117 V and with a circuit breaker or fuseable connection to protect the controller from overloads.

(c) Provide the controller with a master on-off switch to turn all stations off without disturbing the clock settings or automatic timing sequences.

(d) Provide controls to allow any position to be operated manually both on or off whenever desired.

(e) Provide controls for resetting the start of the irrigation cycle at any time and advancing from one position to another.

(f) Irrigation control conductors shall be copper, UL approved, type UF direct burial cable of the gage indicated in the contract documents. Make any splices in direct burial cable with a UL approved kit for that purpose.

213.02.05 Sprinkler Heads. Supply sprinkler heads of the type, pattern and coverage shown on the plans.

Soaker valves shall be pressure compensating, self-flushing and have 3.8 L/hr (1 gal/hr) flow rate at about

140 kPa (20 psi). The flow rate shall be independent of temperature as to sun or shade, night or day. Soaker valves shall be the barb connector type.

213.02.06 Valve Protection Sleeves. Use precast reinforced Portland cement concrete sleeve valve protectors with a cast-iron lid of the dimensions shown on the plans. Extend valve protectors as necessary to reach the depth indicated. Make extensions of the same materials as the valve protectors. Valve protectors and extensions may be the product of commercial producers upon prior approval.

In lieu of the concrete valve protectors, fiber glass or plastic valve protectors may be installed, providing they meet the requirements of ASTM D256, D638, D648, and D790.

213.02.07 Gate Valves. Valves $2^1/_2$-NPS and smaller shall be of the same size as the pipes on which they are placed unless otherwise indicated on the plans. Service rating for non-shock cold water shall be 1,380 kPa (200 psi). These valves shall be all bronze, with rising stem and union bonnet. Provide valves with a gland to compress packing, and with backseating to permit repacking the valve under full pressure when it is wide open. Valves shall have either handwheels or malleable iron or cross type handles of brass. Thread and install valves $2^1/_2$-NPS and smaller with one union on either side of the valve.

Gate valves 3-NPS and larger, shall be iron body, bronze mounted, double disc, parallel seat type with "O" ring seal and shall comply with AWWA Standards. These valves shall have a working pressure of 1,380 kPa (200 psi) and a test pressure of 2,760 kPa (400 psi). Furnish a shut-off rod, 1.8 m (6 ft) in length that will fit a 50 mm (2 in.) wrench nut.

Do not mount gate valves on swing joints.

213.02.08 Control Valves. Manual control valves shall be straight or angle pattern globe valves of all brass or bronze construction with replaceable compression disks. Provide manual control valves of the same size as the pipes on which they are placed unless otherwise indicated on the plans, and provide with a union connection. Provide manual control valves capable of withstanding a cold water working pressure of 1,030 kPa (150 psi).

Electric control valves shall be of the diaphragm type, normally closed, 24 V, 60 cycle. The valve solenoids shall operate with 18 to 30 V of power. Completely encapsulate the solenoid for positive waterproofing. Provide the valve body and bonnet of cast brass or bronze, flange or threaded type. Provide threaded type with a union connection. The time interval between opening and closing the valve shall not be less than 5 seconds. Spring load the solenoid plunger so the valve may operate when installed in any position. Construct the solenoid plunger of stainless steel with a neoprene seat. Provide valve bonnet with a bleed screw for manual operation and a manual flow control adjustment. Electric control valves shall be capable of withstanding a non-shock cold water working pressure of 1,030 kPa (150 psi).

The soaker irrigation control unit shall consist of a 1-NPS, brass sprinkler control valve, a 1-NPS pressure reducing valve with an adjustable reduced pressure range of zero to 350 kPa (50 psi) flow pressure and an integral strainer unit, a pressure gage with a range of zero to 690 kPa (100 psi) and the necessary fittings to conform to the diagrams shown on the plans.

213.02.09 Quick Coupler Valves. The quick coupler valve shall be of brass or bronze construction with $^3/_4$-NPS female iron pipe bottom connection. The valve shall be of 2 piece construction with removable upper body. Design the valve body with a single slot to receive a single slot coupler.

The $^3/_4$-NPS male and $^1/_2$-NPS female iron pipe socket coupler for the quick-coupler valve shall be single slot of bronze construction.

213.02.10 Valve Boxes. Use reinforced precast Portland cement concrete valve boxes of the general dimensions shown on the plans with a steel lid. Provide valve boxes with extensions as necessary to reach the depth indicated. Commercially produced valve boxes may be used upon prior written approval. Make extensions of the same material as the concrete valve box.

In lieu of concrete valve boxes, fiber glass or plastic valve boxes may be installed providing they meet the requirements of ASTM D256, D638, D648, and D790.

Use gravel in valve box installations conforming to Subsection 704.03.01 for Type 2.

213.02.11 Backflow Preventers. Use reduced pressure principle type backflow preventers.

Backflow preventer assemblies shall withstand a maximum operating pressure of 1,200 kPa (175 psi).

Backflow preventer assemblies shall include the backflow preventer and appropriate valves on each end.

Valves $2^1/_2$-NPS and larger shall be flanged type, iron body, brass trimmed, resilient wedge with non-rising stem. Valves smaller than $2^1/_2$-NPS shall be full port resilient seated ball valves.

Provide backflow preventer assemblies smaller than $2^1/_2$-NPS with a union on each end of assembly.

Provide the backflow preventer assemblies of the size shown on the plans.

Upon completion of installation, and before being put into service, have the backflow preventers tested by a certified tester who was certified within the last 3 years by the AWWA. The testing equipment must also have been certified within the past 12 months. Test the backflow preventers again at the end of the one year plant establishment period. Provide proof of current certification for both the tester and testing equipment. Provide a written report of the test results.

Perform the tests according to the provisions of the Manual of Cross-Connection Control. The testing equipment shall have all necessary hoses and fittings and be equipped with a differential pressure guage that has a differential range of at least zero to 100 kPa (15 psi) and graduations of not more than 1.5 kPa (0.2 psi).

Make any necessary repairs only with the backflow preventer manufacturer approved parts.

For purpose of payment, backflow preventer assemblies shall include the backflow preventer, valves, unions and fittings required for proper installation.

The backflow preventer assembly shall also meet the requirements of the American Society of Sanitary Engineers (ASSE), the AWWA, and the Foundation for Cross Connection Control and Hydraulic Research of University of Southern California (USC).

213.02.12 Drain Valves. Construct automatic ball check drain valves of precision machined brass. Equip with spring loaded ball checks which close under a pressure of 21 kPa (3 psi).

In lieu of the brass ball check drain, a plastic drain valve with a closing pressure of 69 to 76 kPa (10 to 11 psi) and an opening pressure of 62 to 69 kPa (9 to 10 psi) may be installed. The valve shall have a maximum working pressure of 6.9 MPa (1,000 psi) and a minimum bursting pressure of 17.2 MPa (2,500 psi).

Install valves with a gravel sump as shown on the plans. Use gravel conforming to the requirements for Size No. 67 in Subsection 706.03.01.

213.02.13 Hose Bibs. The hose bib shall be a no-freeze burial type hydrant with a self-closing handle and with $^3/_4$-NPS male iron pipe socket threads at the supply line end.

213.02.14 Vacuum Breakers. When called for in the contract documents or as required by local ordinances, furnish and install vacuum breakers meeting these specifications, local ordinances, and plumbing requirements.

All vacuum breaker installations are subject to inspection by authorized county or municipal authorities.

Atmospheric vacuum breakers shall have all bronze bodies and be of the same dimension as the pipe on which they are attached. Design to permit free flow of water under pressure. When vacuum conditions exist, it shall automatically close the check valve, stopping all flow of water and admitting air into the main line. Upon restoration of water pressure the air intake shall be shut off and the check valve reopened without spillage. Unless otherwise specified, install the vacuum breaker on the discharge side of the control valve 150 mm (6 in.) above the highest sprinkler head on the line. Vacuum breakers will not be required on sprinkler lines when all sprinkler heads on the line are elevated to a minimum of 150 mm (6 in.) above the finished grade, such as sprinkler lines irrigating shrub beds. Provide atmospheric vacuum breakers with a service rating of 1,030 kPa (150 psi) for nonshock cold water and design for operation up to 60 °C (140 °F).

Install pressure type vacuum breakers on the discharge side of the meter or service connection as shown on the plans. Vacuum breakers shall be of heavy duty construction with all bronze bodies, check valves, and test cocks. Design pressure type vacuum breakers to operate under continuous pressure permitting the free flow of water at all times. Spring load air intake to insure positive opening upon release of pressure or vacuum created in the supply lines. Furnish vacuum breakers with approved check valves, inlet and discharge shut-off valves and field testing cocks. Assemble for various pipe sizes according to local requirements or as specified in the

contract documents. Pressure type vacuum breakers shall have a service rating of 2,070 kPa (300 psi) for non-shock cold water.

213.02.15 Air Relief Valve. Design the air relief valve to release air entrapped in a pipeline until liquid reaches the float which will rise to the seat and close the valve. The float shall be stainless steel resting within a stainless steel or bronze cup. The valve body and flange shall be gray iron casting. The valve shall be 1-NPS size with screwed inlet, and shall be capable of withstanding pressures up to 2,070 kPa (300 psi). Fit the valve with a galvanized steel return elbow as indicated on the plans.

213.02.16 Backflow Preventer Cover. Construct the backflow preventer cover of marine grade aluminum alloy 5052-H32 conforming to ASTM B209 with a minimum wall thickness of 3 mm (0.125 in.). Manufacture the mounting base entirely of stainless steel. Construct the main housing of solid sheet with a minimum R-8 rigid sheet insulation on the top and sides. Install a flexible rubber insert formed in a loop to provide dead air space along the bottom. The backflow preventer cover shall be vandal and weather resistant. The length of the cover shall be expandable to allow for site adjustment and shall be a center split design having mounting lips on each side. Submerge the mounting base into the concrete a minimum of 50 mm (2 in.), and position the cover 63 mm (2.5 in.) above the concrete for drainage purposes. The locking mechanism shall be of the full release type which allows for complete removal of the cover from its mounting base without use of tools. Conceal the handle controlling the locking mechanism within the surface of the enclosure and provide either a single or dual padlock system. Take care to insure that the cover can be properly opened in all directions.

Manufacturers of backflow preventer covers are listed in the QPL.

213.02.17 Steel Pipe (Jacked). The steel pipe shall be welded steel pipe conforming to ASTM A53 and shall have a minimum wall thickness of 8.4 mm (0.331 in.) for the 300 mm (12 in.) pipe. During the jacking or drilling operation use full circumference butt weld joints between sections of pipe added to comprise the total length required.

The steel pipe (jacked) may be either jacked or drilled but the use of water is prohibited.

CONSTRUCTION

213.03.01 General. Do not alter or change the location of pipes, valves, sprinklers, or other equipment as shown on the plans unless so authorized. Make all necessary arrangements for connecting to mains with the agency supplying the water, with such installations and equipment conforming to the requirements set forth by the supplying agency.

Stake out the location of each run of pipe and all valve locations before ditching.

213.03.02 Excavation. Make trenches of sufficient width to permit placing of pipe. Do not snake pipe connected with rubber ring-type fittings. Keep the top 150 mm (6 in.) of top soil, when such exists, separate from subsoil and replace as the top layer when backfill is made. Excavate trenches in rock or like material 50 mm (2 in.) below the required depth and backfill to the required depth with sand or other suitable material free from rock or stones.

213.03.03 Excavation Adjacent to Trees. Exercise care when excavating trenches near existing trees. Where roots are 50 mm (2 in.) and greater in diameter, except in the direct path of the pipe, hand excavate and tunnel the pipe trench. Wrap large exposed roots with heavy burlap for protection and to prevent excessive drying. In trenches dug by machines adjacent to trees having roots 50 mm (2 in.) and less in diameter, hand trim sides making a clean cut of the roots. Treat all roots 38 mm (1.5 in.) or greater in diameter that are cut and trimmed with an approved tree wound dressing. Backfill trenches having exposed tree roots within 24 hours unless adequately protected by moist burlap or canvas.

213.03.04 Piping. Install all live main lines a minimum of 900 mm (36 in.) below finished grade, measured from the top of the pipe. Install secondary supply (soaker) lines a minimum of 300 mm (12 in.) and flexible soaker lines a minimum of 100 mm (4 in.) below finished grade, measured from the top of the pipe. Install other lines a minimum of 450 mm (18 in.) below finished grade. Provide all water lines installed less than 900 mm (36 in.) below finished grade, except soaker lines, a means for drainage to prevent freezing. Slope pipes to drain without sags. Unless otherwise specified, place drain valves only at the low point of all lateral or section lines. Place all live mains located under existing pavement in conduits jacked under pavement unless otherwise noted on the plans or approved. Install conduits no larger than necessary to conveniently accommodate

the pipe and fittings. Where necessary, live mains and control tubing may be placed in separate conduits laid adjacent and parallel. Perform all jacking operations in an approved manner and run conduit at a depth below the pavement as ordered. Where possible, place mains and laterals or section piping in the same trench.

For contracts located in some areas of southern Nevada, the minimum required depth for the installation of all live main lines of 900 mm (36 in.) below finished grade and the requirement to provide a means of drainage of all water lines installed less than 900 mm (36 in.) below finished grade, as stated above, may be reduced to 600 mm (24 in.) when approved in writing. Make requests for approval, in writing, according to Subsection 102.05.

213.03.05 Jointing. Install all galvanized steel pipe with sound, clean cut well fitted standard pipe threads. Well ream all pipe to the full diameter and remove burrs before assembly. Smoothly and evenly apply joint compound to the male thread only on threaded joints. Use joint compounds listed in the QPL. Make all screwed joints tight with tongs and wrenches without the use of handle extensions. Clean and remake any joints that leak with new material. Do not caulk or use thread cement to make joints tight.

213.03.06 Installation. Install conduit not less than 450 mm (1.5 ft) below the curb grade in sidewalk areas and not less than 1,070 mm (3.5 ft) below the finished grade in all other areas. Install conduit under existing pavement by approved jacking or drilling methods. Do not disturb pavement without approval, and only in the event obstructions are encountered. When permitted, small test holes may be cut in the pavement to locate obstructions. Keep jacking or drilling pits at least 600 mm (2 ft) from pavement edge wherever possible. Do not excessively use water that will soften subgrade or undermine the pavement.

Excavation and backfill shall conform to the construction provisions in Sections 206 and 207. Grade and prepare the bottom of the trench to provide a firm and uniform bearing throughout the entire length of the conduit. During backfilling operations, rigidly support the conduit so that no movement of or damage to the conduit or joints will result.

Where connection is made to existing supply lines, compression type fittings may be used.

Install a backflow preventer at each meter if called for on the plans.

Where supply lines or conduits are to be installed through existing paved areas, remove the subbase, base, and paving and replace with material of equal quality.

Cut all pipe straight and true. After cutting, ream out the ends to the full inside diameter of the pipe.

Place plastic pipe supply lines in a trench of 150 mm (6 in.) minimum width and lay on a 50 mm (2 in.) layer of sand bedding as shown on the plans. Snake plastic pipe from side to side in the trench at approximately 7.5 m (25 ft) intervals. Partially backfill PVC pipe between joints with smaller amounts of backfill material to prevent movement during the pressure test.

Also install and lay flexible plastic pipe for soaker systems according to the manufacturer's recommendations. When pipe is cut, remove any burrs. Wipe the inside surface of the fittings with an approved primer before the cement is applied. Use cement of a type suitable for bonding PVC plastic to PVC plastic. Apply the cement solution freely with a light wiping action to spread the cement uniformly over the pipe surface. Do not rub the pipe surface with the brush or dauber any more than is necessary to spread the cement. If the cement thickens, discard and replace it.

Fit the stub ends of each soaker line with any approved threaded PVC cap which will facilitate future draining or flushing.

Prevent foreign material from entering the irrigation system during installation. Immediately before assembling, clean all pipes, valves, and fittings. Plug or cap all unattached ends of pipe, fittings, and valves pending attachment of additional pipe or fittings. Thoroughly flush all lines out before attachment of terminal fittings.

Install sprinkler connections on swing joints as detailed on the plans.

Install and lay all plastic irrigation pipe according to the manufacturer's instructions. Before joints of PVC plastic pipe are made up, expose the plastic pipe fittings to the same temperature for a reasonable length of time. Cut pipe with a fine-tooth hacksaw and remove any burrs. Clean and soften the outside surface of the pipe and the inside surface of the fittings with an approved primer, using a dauber, brush top applicator, or paint brush about half the pipe diameter. Apply a light second coat of primer to the fitting socket. Do not allow primer to run down the inside of the pipe.

Apply the cement solution to the pipe and fitting socket with an applicator having a width of approximately half the diameter of the pipe, using the proper cement for the size of pipe. Apply a full, even layer of cement on the pipe, equal to the depth of socket. Flow the cement on with the applicator, do not brush it out to a thin paint type layer. Apply a medium layer of cement to the fitting socket, avoid puddling cement in the socket. On bell end pipe, do not coat beyond the socket depth or allow cement to run down in the pipe beyond the bell. Apply a second full even layer of cement on the pipe. Assemble the pipe and fitting without delay, making certain cement is wet. Use sufficient force to ensure that the pipe bottoms in the fitting socket. Twist the pipe 1/8 to 1/4 turn as it is inserted. Hold the fitting and the pipe together until cement takes its initial set. After assembly the joint shall have a ring or bead of cement completely around the junction of the pipe and fitting. If voids in this ring are present, it indicates sufficient cement was not applied and the joint will be considered defective. Using a rag, remove all the excess cement from the pipe and fitting including the ring or bead. Avoid disturbing or moving the joint. Handle newly assembled joints carefully until initial set has taken place. The setting time allowed before handling or moving is related to temperature, type of cement, and size of pipe, and shall be according to manufacturer's recommendations. Do not use old or thickened cement. Coat the male pipe thread of all threaded connections on PVC plastic pipe with a joint compound or tape suitable for use on plastic pipe.

Use an approved cement solution for joining flexible PVC to flexible or rigid PVC.

213.03.07 Control Tubing Installation. Place control tubing with the main supply line. Bundle tubing together by four wraps of friction tape at 1.8 m (6 ft) intervals. Locate the bundle of control tubing to one side of the pipe, and a minimum of 50 mm (2 in.) from any galvanized pipe.

213.03.08 Flushing and Testing. Flush all supply lines completely of foreign particles before placing section control valves, quick-coupler valves and hose bibs. After flushing and when valves are in place, test all supply lines at the maximum available pressure with valves closed. Maintain pressure for a period of not less than 4 consecutive hours. Clean, remake, and retest all joints showing leaks.

After inspection and before backfilling, run water through the entire line until the pipe has been cooled to the lowest temperature, then immediately backfill the trench in a manner that no damage or disturbance is caused to the pipe.

After installation of section lines, completely flush the piping of foreign particles before attaching sprinkler heads and drain valves. After flushing, test section lines with risers capped and drain valves closed. Make the test at maximum operating pressure for a period of one hour. Clean, remake, and retest all joints showing leaks. Test control tubing in the manner specified hereinbefore for the main supply lines. Flush tubing for 5 minutes before connection with the control valves.

Test automatic controllers by actual operation for 2 weeks under normal operating conditions. Should adjustments be required, do so according to manufacturer's direction and test until operation is satisfactory.

213.03.09 Adjusting System. Before final inspection, adjust and balance all sprinklers to provide adequate and uniform coverage. Balance spray patterns by adjusting individual sprinkler heads with the adjustment screws or replacing nozzles to produce a uniform pattern. Unless otherwise specified, prevent sprinkler spray patterns on pavement, walks, or structures.

213.03.10 Backfill. Do not start backfilling until all piping has been inspected, tested, and approved. Complete backfilling as soon as possible. In trenches containing control tubing, place 75 mm (3 in.) sand or sandy loam cushion free from rocks or stones larger than 10 mm (3/8 in.) in diameter over control tubing. Place backfill from the bottom of the trench to approximately 150 mm (6 in.) above the pipe by continuous tamping in such a manner that will not damage pipe or control tubing and proceed evenly on both sides of the pipe. Thoroughly tamp the remainder of the backfill. Do not use heavy equipment within 450 mm (18 in.) of any pipe. Use backfill material free of rocks, roots, or other objectionable material. Construct the top 150 mm (6 in.) of the backfill of top soil material or the first 150 mm (6 in.) of material removed in the excavation.

METHOD OF MEASUREMENT

213.04.01 Measurement. The materials to be measured for payment will be listed in the contract items by size, class, type, thickness, or whatever information is necessary for identification.

Pipe and tubing will be measured by the linear meter (linear foot). Pipe bends, wyes, tees, and other branches will be measured as pipe along center lines to the point of intersection.

Sprinklers, couplers, heads, valves, vacuum breakers, hose bibs, valve boxes, backflow preventer covers, valve assemblies and riser assemblies, will be measured by the each.

Steel pipe (jacked) will be measured by the linear meter (linear foot).

BASIS OF PAYMENT

213.05.01 Payment. The accepted quantities, measured as specified above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
(size)(type) Pipe	Linear Meter (Linear Foot)
(size) Steel Pipe (Jacked)	Linear Meter (Linear Foot)
(size)(type)(name of attachment)	Each

SECTION 214

MAILBOX SYSTEMS

DESCRIPTION

214.01.01 General. This work consists of furnishing and installing mailbox systems.

MATERIALS

214.02.01 General. Furnish mailboxes which are marked by U.S. Postal Service and equivalent to the sizes removed (Standard or Large), including proper address labeling.

The mailbox systems shall include the mailboxes and mailbox support systems. The mailbox support systems shall be either Type A, B, or C as shown in the plans. The Type C mailbox support shown on Standard Plan Sheet R-12.1.3 shall be from the manufacturers listed in the QPL.

The mailbox support systems shall include all posts, brackets, hardware and any other incidentals required to install the completed systems. The required number of installations and types of mounts (single, double, and multiple) will be as indicated on the plans.

Equip the mailbox support system posts with a strip of 75 mm x 200 mm (3 in. x 8 in.) white reflective sheeting facing oncoming traffic as shown on the plans. The reflective sheeting shall conform to Subsection 716.03.01 for Type III or Type IV.

CONSTRUCTION

214.03.01 General. Install the mailbox systems according to the details shown on the plans and per the manufacturer's recommendations.

See Subsection 108.04 regarding limitations on the removal of existing and installation of mailboxes.

Before installing mailbox systems, give the U.S. Postal Service a minimum of 5 working days written notification so they can arrange their schedule to have a representative present to coordinate the installation of the mailbox systems.

METHOD OF MEASUREMENT

214.04.01 Measurement. Mailbox systems will be measured by the each. The each measurement will be by the number of mailbox systems installed, regardless of the number, size and type of mailboxes attached thereto.

BASIS OF PAYMENT

214.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Mailbox System (Single)	Each
Mailbox System (Double)	Each
Mailbox System (Multiple)	Each

SECTION 302

AGGREGATE BASE COURSES

DESCRIPTION

302.01.01 General. This work consists of constructing aggregate base courses on a prepared surface.

MATERIALS

302.02.01 General. Material shall conform to the following Subsections:

Type 1 Class A Aggregate Base	Subsection 704.03.02
Type 2 Class A Aggregate Base	Subsection 704.03.04
Type 3 Class A Aggregate Base	Subsection 704.03.06
Type 1 Class B Aggregate Base	Subsection 704.03.03
Type 2 Class B Aggregate Base	Subsection 704.03.05
Type 3 Class B Aggregate Base	Subsection 704.03.07

CONSTRUCTION

302.03.01 Subgrade Preparation. Correct and compact any ruts, holes, defects, or soft yielding places which occur in the subgrade or subbase to required density and stability before placing an aggregate base course thereon. Make the above mentioned repairs at own expense, except as provided for in Subsection 203.03.02.

302.03.02 Spreading Class A Aggregates. Spread the aggregate in one operation ready for compaction without further shaping except for trimming to correct minor deficiencies as hereinafter specified. Use a self-propelled spreader with a screed that strikes off and distributes the material to the required width and to the surface tolerances hereinafter set forth. The screed shall be adjustable to the required cross section and capable of spreading 3.6 m (12 ft) in width. Screed action includes any cutting, oscillating, or other practical motion that produces a finished surface texture of uniform appearance. Equipment not propelled by the unloading vehicle will be considered self propelled. In narrow trench widenings, aggregate base course may be placed with self-propelled trench widening spreaders. If the spreader leaves ridges, indentations, or other objectionable marks that cannot be prevented by adjustments or eliminated by rolling, discontinue its use.

Equip the spreader with a control system which will automatically control the trimming of the base material to the specified transverse slope and established longitudinal grade. The control system shall be automatically actuated from an independent line and grade control reference through a system of electronically controlled mechanical sensors which will maintain the trimmer screed at the proper transverse slope and at the proper elevation to obtain the required surface. In case of failure of the control system, operate the trimmer by mechanical control only until the material on the roadbed at the time of breakdown is placed.

Motor graders will not be considered to be self-propelled mechanical spreaders unless they are equipped with end wings on the blade, have the blade locked in a position normal to the direction of travel, and are equipped with cross slope and automatic grade controls that are capable of picking up grade from a wire control, and from an external sensing wheel.

When motor graders are used, control the initial pass for final grade elevation by the wire line. Control subsequent passes by an electronic sensing device capable of maintaining grade.

Reference points will be established on one side of the roadway at reasonable intervals.

Furnish, place, maintain, remove, and dispose of all materials required to provide continuous line and grade control to the placing machine.

Aggregate bases, placed on road approaches and connections, street intersection areas, median strip areas, shoulder areas, and at locations which are inaccessible to the spreading equipment, may be spread in one or more layers by any means to obtain the specified results.

Other than previously provided in this Subsection, the use of motor graders will not be permitted during depositing, spreading and compacting operations, except as follows:

(a) Motor graders may be used to correct unavoidable segregation at edges and to trim the surface of the aggregate base after compaction in order to finish the base within the tolerances specified.

(b) When the area of the base is small or irregular, and it is impractical to use self-propelled spreading equipment, the base material may be spread by motor grader or other approved methods.

302.03.03 Spreading Class B Aggregates. Deposit the aggregate uniformly on the approved subgrade by means of the hauling vehicle with or without spreading devices. Thoroughly blade-mix the deposited base course material to full depth of the layer by alternately blading the entire layer to the center and back to the edges of the road. Spread and finish to the required cross section by means of a self-propelled pneumatic-tired motor grader.

The aggregate may be spread with a self-propelled spreader subject to the requirements of Subsections 302.03.02, and 302.03.04.

302.03.04 Watering and Mixing Class A Aggregates. Mix the base course material and water in a mixer. Add water during the mixing operation by means of spray bars in the amount necessary to provide the optimum moisture content for compacting. See Subsection 210.03.01. Transport after mixing to a uniform homogeneous appearance. Place the base material on the roadbed as provided for in Subsection 302.03.02. If the material has dried appreciably before final compacting, add additional water by means of a pressurized water truck to assist in compaction and to prevent raveling.

302.03.05 Watering Class B Aggregates. Apply water before and during all blading and processing operations to moisten the material sufficiently to prevent segregation of the fine and coarse particles. Apply water during the compaction and maintenance stages in sufficient amounts to assist in compaction and prevent raveling. See Section 210.

302.03.06 Compaction. Compact immediately following the spreading operation. Do not place the mixture in a layer exceeding 150 mm (6 in.) in compacted thickness. If vibratory compaction equipment is used, the compacted thickness of any one layer may be increased to 200 mm (8 in.). Aggregate bases, placed on road approaches and connections, street intersection areas, median strip areas, shoulder areas, and at locations which are inaccessible to the spreading equipment, may be spread in one or more layers by any means. Compact each layer to not less than 95% of the maximum density as determined by Test Method No. Nev. T101. The in-place density will be determined by Test Method No. Nev. T102 or T103.

Recompaction to the specified density may be required before placement of any subsequent course and no additional compensation will be allowed for such recompaction.

302.03.07 Tolerance for Aggregate Base Courses. When a 3.6 m (12 ft) straightedge is laid in any direction, the finished surface shall not deviate at any point more than 12 mm (0.04 ft) from the bottom thereof.

METHOD OF MEASUREMENT

302.04.01 Measurement. Aggregate base will be measured by the cubic meter (cubic yard) or metric ton (ton).

The mass of material will be determined by deducting from the mass of material delivered to the work, the mass of water in excess of optimum plus one percentage point. Optimum moisture will be determined by Test Method No. Nev. T101. Moisture content will be determined by Test Method No. Nev. T112. The mass of water thus deducted will not be measured for payment.

BASIS OF PAYMENT

302.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Type (*) Class A Aggregate Base	Cubic Meter (Cubic Yard), Metric Ton (Ton)
Type (*) Class B Aggregate Base.	Cubic Meter (Cubic Yard), Metric Ton (Ton)

*—Type as indicated in the estimate and proposal.

SECTION 304

PORTLAND CEMENT TREATED BASE

DESCRIPTION

304.01.01 General. This work consists of constructing one or more courses of a mixture of aggregate and Portland cement on a prepared surface.

MATERIALS

304.02.01 General. Material shall conform to the following Sections and Subsections:

Portland Cement.....Section 701
Water .....Section 722
Aggregate for Portland Cement Treated Base .....Subsection 704.03.08
Liquid Asphalt.....Subsection 703.03.03
Emulsified Asphalt.....Subsection 703.03.04

Portland cement may be either Type I, Type IP "blended," Type II, or Type V. The limitation on the amount of alkali in cements is hereby waived.

CONSTRUCTION

304.03.01 Proportioning. Apply Portland cement to the mineral aggregate at a rate of 2% to 4.5% by mass of the dry mineral aggregate. Any allowable variations hereinafter set forth are to be inclusive of the above stated percentages. The exact rate of application of cement will be determined. The cement content will be determined by testing the fresh, moist cement aggregate mixture, by Test Method No. Nev. T239.

Add sufficient cement to provide a minimum compressive strength of 5.2 MPa (750 psi) at 7 days as determined by Test Method No. Nev. T236.

The method of mixing to be used, either plantmix or roadmix, shall be designated in the contract documents.

304.03.02 Mixing—Roadmix Method.

(a) Depositing Untreated Aggregate. Deposit untreated aggregate on the prepared area by means of spreader boxes equipped with a readily adjustable strike-off device. Do not mix aggregate with roadbed material that is not to be treated.

(b) Mixing. Mix the components either on the roadbed or at a location off the roadbed by the roadmix method or the plantmix method.

For the plantmix method, all the requirements in Subsection 304.03.03, will apply, with the following exceptions:

1. The separation of aggregates into two sizes and storing in separate stockpiles will not be required.
2. The 0.4 of a percentage point variation in the cement content will be increased to 0.6 of a percentage point.

For the roadmix method, use an approved roadmixing machine of the pugmill, auger or other type. Design the machine to pick up the material to be mixed from the windrow or blanket so that during at least 50% of the mixing cycle all the material is picked up and mixed while separated from the mixing table.

Furnish cement in bulk. Flatten or slightly trench the tops of windrowed aggregate to receive the cement. Distribute cement, by mechanical equipment, on the aggregate in a layer of uniform thickness. Calibrate each load in the spreading equipment so the average rate of spread can be determined. Do not vary the rate of cement spread per linear meter (linear foot) of windrow or blanket more than 10% from the designated rate. Spread the cement upon the aggregate an acceptable distance ahead of the roadmixing operations.

Use a roadmixing machine with provisions for introducing water at the time of mixing, through a metering device or by other approved methods. Apply the water by controls that will supply the approved quantity of

water to produce a completed mixture with a uniform moisture content. Leakage of water from equipment will not be permitted.

Where the material is to be spread and compacted in two or more layers, mix material for each layer separately.

Mix the components with suitable equipment until a uniform mixture is obtained. If equipment is used that requires more than one pass of the mixer, make at least one pass before any water is added to the material.

At the time mixing is completed, the moisture content of the mixture shall not be in excess of 1% over optimum as determined by Test Method No. Nev. T236.

The cement content of samples from the product of the roadmixing machine, or from mixtures spread on the roadbed shall not vary above or below the required cement content of more than 0.6 of a percentage point based on the mass of the aggregate as determined by Test Method No. Nev. T239.

304.03.03 Mixing—Plantmix Method.

(a) General. Mix the components at a central mixing plant by either batch mixing, using revolving blade or rotary drum mixers, or continuous mixing. Proportion the aggregate and cement either by mass or volume. Separate aggregates into two sizes and stockpile each size separately. One stockpile shall contain aggregate of which not more than 20% is finer than the 4.75 mm (No. 4) sieve. The other stockpile shall contain aggregate of which at least 80% is finer than the 4.75 mm (No. 4) sieve. If aggregates are separated into more than two sizes, combine approved sizes that will meet the grading and other test requirements.

Proportion water by mass or volume. Provide means by which to readily verify the amount of water per batch or the rate of flow for continuous mixing. The time of addition and the points at which water is introduced into the mixer, shall be as directed.

At the time mixing is completed, the moisture content of the mixture shall not exceed optimum as determined by Test Method No. Nev. T236.

Uniformly distribute cement throughout the aggregates during the mixing operation.

Completely mix all the material. Correct dead areas in the mixer, in which the material does not move or is not sufficiently agitated, by either a reduction in the volume of material or by other adjustment.

Proportion materials within the following tolerances:

Aggregate masses or rate of feed	± 5.0%
Cement content of the complete dry mixture	± 0.4%
Moisture content of the completed mixture	± 1.0%

Furnish weighing equipment as specified in Subsection 109.01.

(b) Batch Mixing. Equip the mixer with a timing device which will indicate by a definite audible or visual signal the expiration of the mixing period. Use a timing device accurate to within 2 seconds. Equip the plant with a suitable automatic device for counting the number of batches.

Mix until a homogeneous mixture of uniformly distributed and properly coated aggregates of unchanging appearance is produced.

Weigh cement for each batch on scales separate and distinct from the aggregate batching scales.

If volumetric proportioning is used, provide means for accurately calibrating the amount of material in each measuring bin.

(c) Continuous Mixing. Draw the correct proportion of each aggregate size into the mixer by an approved type of feeder, which will continuously supply the correct amount of aggregate in proportion to the cement. Equip the plant with approved metering devices that will introduce the cement and water into the mixer in specified proportions. Interlock and synchronize the metering devices and feeder as to maintain a constant rate of cement, water, and aggregates in specified proportions. When storage bins are used, equip bins with overflow chutes for each compartment. Provide a positive signal system that will automatically close down the plant when the level of material in any bin approaches the strike-off capacity of the feed gate. Do not operate the plant unless the signal system is working. Use mechanically or electrically driven aggregate feeders. Directly connect aggregate feeders that are mechanically driven with the drive on the cement feeder. Equip the plant with satisfactory facilities for calibrating gate openings and metering devices by weighing check samples. Actuate

aggregate feeders that are electrically driven from the same circuit that serves the motor driving the cement feeder.

Mix until a homogeneous mixture of uniformly distributed and properly coated aggregates of unchanging appearance is produced.

Equip the cement feeder with a positive weighing device.

304.03.04 Spreading.

(a) General. Prepare and compact the surface to be covered with cement treated base to grade and cross section. Dispose any material cut away in trimming for such grade and cross section in a satisfactory manner.

Suitably protect materials mixed at a location off the roadbed against moisture loss while being transported. Spread materials without segregation. Immediately before spreading, moisten the area to be covered and keep moist, but not excessively wet.

Where the required thickness is 150 mm (6 in.) or less, spread and compact the mixture in one layer. Where the required thickness is more than 150 mm (6 in.), spread and compact the mixture in two or more layers of approximately equal thickness. Do not exceed a maximum compacted thickness of 150 mm (6 in.) in any one layer. Perform work on each layer in a similar manner. Keep the surface of the compacted material moist or prevent from drying by some approved methods until covered with the next layer.

Cement treated base to be placed in inaccessible areas may be spread in one course by approved methods. After spreading, compact the material to the required lines, grades, and cross section by means of pneumatic tampers or with other compacting equipment.

(b) Plantmix Method. Uniformly deposit the mixture on the roadbed to provide the required compacted thickness without resorting to spotting, picking up, or otherwise shifting the mixture.

When placing material on the mainline, use a wire line grade control. On areas other than the mainline, wire line grade control is optional.

Spread the mixture in one operation with a self-propelled mechanical spreader ready for compaction without further shaping. Prevent segregation of materials. Equipment not propelled by the unloading vehicle will be considered self propelled. Provide the spreader with a screed that strikes off and distributes the material to the required width and to the surface tolerances specified. The screed shall be adjustable to the required cross section. Produce a finished surface texture of uniform appearance. If the spreader leaves ridges, indentations, or other objectionable marks in the surface that cannot be eliminated by rolling, or prevented by adjustments in operation, discontinue its use.

Equip the spreader with a control system which will automatically control the placing and trimming of the material to the specified transverse slope and established longitudinal grade. Use control system that is automatically actuated from an independent line and grade control reference on one or both sides of the roadbed. In case of failure of the control system, cease spreading operations until the system is repaired.

Except as otherwise provided in this Subsection, do not use motor graders during spreading and compacting operations. Motor graders may be used to trim the edges and surface of the cement treated base after compaction in order to finish the base within the tolerances specified.

On areas other than the mainline, with wire line grade control, motor graders may be used as self-propelled mechanical spreaders.

When motor graders are used as spreaders, equip them with end wings on the blade, and lock the blade in a position normal to the direction of travel. Provide motor graders with cross slope and automatic grade controls that are capable of picking up grade from a wire control and from an external sensing wheel.

Control the initial pass for final grade elevation by the wire line. Control subsequent passes by an electronic sensing device capable of maintaining grade. In case of failure of the control system, the motor grader may be operated manually but only until the material on the roadbed at the time of breakdown has been placed.

Reference points will be established at reasonable intervals on both sides of the mainline. Where wire control is used on other lines, reference points will be established on one side.

Furnish, place, maintain, remove, and dispose of all materials required to provide continuous line and grade control.

In areas of transitions, sharp curves, short runs, or miscellaneous areas where the above methods for control of line and grade are impractical, use an approved placement method.

Spread the mixed materials for the full planned width, unless traffic conditions require part width construction. Spread either by one spreader or by several spreaders operating in a staggered position across the subgrade. For the use of one spreader operating alternately on contiguous lanes, not more than one hour shall elapse between the time of placing material in adjacent lanes. Locate any longitudinal construction joints on lane lines.

304.03.05 Compaction. Accomplish rolling with a two-axle tandem steel roller weighing not less than 9 metric tons (10 tons), or single or dual drum vibratory roller, and pneumatic tired rollers conforming to Subsection 401.03.04. Use roller sequence as directed.

Perform rolling in such a manner to eliminate bumps and irregularities and finish surface to the required grade and cross section within the surface tolerances specified.

Apply water without driving equipment over the uncompacted material.

Commence rolling from the outer edge of the material. Lap subsequent rolling at least 25% over previously compacted material.

Use steel-wheeled rollers for the finish rolling of each layer. Commence finish rolling from the outer edge and progress to compact the entire surface.

Compact areas inaccessible to rollers to the required compaction by other means.

The density of compacted cement treated bases shall not be less than 92% of the maximum density as determined by Test Method No. Nev. T101. The in-place density will be determined by Test Method No. Nev. T102 or T103.

304.03.06 Finished Surface. The finished surface of cement treated base shall be uniform and shall not deviate at any point more than 9 mm (0.03 ft) from the bottom of a 3.6 m (12 ft) straightedge laid in any direction.

Do not vary the finished surface more than 15 mm (0.05 ft) above or below the grade established. When Portland cement concrete pavement is to be placed on cement treated base, do not extend the finished surface above the grade established.

Trim off all high spots to within the specified tolerance. Immediately after trimming, remove and dispose of excess material in an approved manner. Leave no loose material on the base. Roll the trimmed areas again.

Do not use cleated equipment on new cement treated base unless street pads are used on cleats.

304.03.07 Time Requirements. Do not leave any mixture of aggregate, cement, and water that has not been compacted undisturbed for more than 30 minutes. Not more than 2 hours shall elapse between the time water is added to the aggregate and cement and the time of completion of initial rolling. Not more than 3 hours shall elapse between the time water is added to the aggregate and cement and the time of completion of final compaction after trimming.

304.03.08 Construction Joints. When cement treated base operations are delayed or stopped for more than 2 hours, make a transverse vertical construction joint in compacted material. Do not place additional mixture until the construction joint has been approved.

Construct longitudinal joints in cement treated base by cutting vertically along the edge of the existing surface to a depth of approximately 75 mm (3 in.). Do not construct joint for at least one hour after final compaction. The material cut away may be disposed of in the adjacent lane to be constructed. Moisten the face of the cut joints in advance of placing the adjacent base.

304.03.09 Protection and Curing. Keep the surface moist at all times until the curing seal is applied. Use water equipment of a type which will apply moisture in a fog or mist type application, free of pressure at the surface being treated.

Apply curing seal to the completed top layer of cement treated base. Apply the curing seal as soon as possible, but not later than 24 hours after the completion of final rolling. The curing seal shall be Liquid Asphalt, Type MC-250, applied at an approved rate. Apply the curing seal according to Section 407. At the time of application of the curing seal, the surface shall be tightly knit, free from all loose material and shall contain

sufficient moisture to prevent excessive penetration of the asphalt. If necessary, apply water to fill the surface voids immediately before the asphalt is applied.

Do not permit equipment or traffic on the cement treated base during the first 3 days (4 days if Type IP cement is used) after applying the curing seal. Apply sand blotter as directed to prevent excessive surface abrasion from traffic.

When equipment or traffic is permitted on the cement treated base for the sole convenience of the Contractor, protection of the curing seal will not be paid for.

Remove all loose sand from the cement treated base before any surfacing material is placed thereon.

304.03.10 Weather Limitations. Do not mix or place cement treated base while the atmospheric temperature is below 2 °C (35 °F), or when conditions indicate that the temperature will fall below 2 °C (35 °F) for a sustained period of 4 hours within the next 24 hours. Do not place cement treated base on frozen ground. Protect base material from freezing and frost for a period of 5 days after placing.

METHOD OF MEASUREMENT

304.04.01 Roadmix Method Designated for Use. Roadmix cement treated base aggregate will be measured by the metric ton (ton). When mixed at a central mixing plant, the quantity of aggregate will be determined by weighing the completed mixture of aggregate, cement and water, and deducting from this mass the mass of the cement and water. Meter water and calibrate meters for mass.

Mixing, hauling, spreading, and compacting cement treated base will be measured by the square meter (square yard).

304.04.02 Plantmix Method Designated for Use. Plantmix cement treated base aggregate will be measured by the metric ton (ton), less the mass of cement. The quantity of aggregate will be determined by weighing the completed mixture of aggregate, cement and water (in the hauling vehicle before delivery), and deducting from this mass the mass of cement.

304.04.03 General. Liquid asphalt used for curing seal and sand blotter will be measured under Section 407.

Portland cement will be measured by the metric ton (ton) by the following methods:

(a) Certified package mass.

(b) Certified scale masses.

(c) Certified mass certificates indicating the truck and trailer number, tare mass, gross mass, net mass, and date. The following requirements shall also apply:

1. Loaded transporting vehicles shall be occasionally weighed by project personnel before discharge of any material. The frequency in which the loaded vehicles are weighed will be determined.
2. Every empty transporting vehicle shall be weighed by project personnel before the vehicle leaves the project.
3. The quantity of Portland cement used will be determined should a discrepancy arise between project masses of the loaded or unloaded vehicles, or both, and the certified mass certificates.

BASIS OF PAYMENT

304.05.01 Roadmix Method Designated for Use. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Roadmix Cement Treated Base Aggregate (dry)	Metric Ton (Ton)
Portland Cement for Cement Treated Base	Metric Ton (Ton)
Mixing Cement Treated Base	Square Meter (Square Yard)

304.05.02 Plantmix Method Designated for Use. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Plantmix Cement Treated Base Aggregate (wet)	Metric Ton (Ton)
Portland Cement for Cement Treated Base	Metric Ton (Ton)

SECTION 305

ROADBED MODIFICATION

DESCRIPTION

305.01.01 General. This work consists of pulverizing, blending with cement and compacting an existing roadway.

MATERIALS

305.02.01 General. Material shall conform to the following Sections and Subsections:

Portland Cement	Section 701
Water	Section 722
Liquid Asphalt	Subsection 703.03.03
Sand Blotter	Subsection 705.03.05

Portland cement may be either Type I, Type IP "blended," Type II, or Type V. The limitation on the amount of alkali in cements is hereby waived.

305.02.02 Gradation Requirements. Loosen and pulverize the existing roadway to conform to the following sieve sizes:

Seive Size	Percent Passing by Mass
75 mm (3 in.)	100
50 mm (2 in.)	95-100

CONSTRUCTION

305.03.01 Weather Limitations. Do not process for roadbed modification while the atmospheric temperature is below 2 °C (35 °F), or when conditions indicate that the temperature will fall below 2 °C (35 °F) for a sustained period of 4 hours within 24 hours after final compaction.

Do not proceed with the pulverization operation when the temperatures will not permit the processing operation to follow.

If atmospheric temperatures fall below 2 °C (35 °F) for a sustained period of 4 hours within 24 hours, the Engineer will determine if the processed material may remain in place. If the material is allowed to remain in place, reprocess with an additional 0.5% cement by mass. Perform such work at no cost to the Department.

305.03.02 Preparation of Roadbed. Pulverize the existing roadway to the depth necessary to construct the roadbed modification as shown on the plans.

Roll as directed with pnuematic tired roller and pregrade the pulverized material to within 25 mm (1 in.) of grade.

Maintain the pulverized surface in an acceptable condition, until the processing for roadbed modification begins.

Restrict the pulverization operation to half roadway width at a time.

Relay the pulverized material by one of the following methods and place public traffic thereon at the end of each working day:

(a) Relay and satisfactorily compact the unprocessed pulverized material.

(b) Add cement, process, spread, and compact the material, according to the requirements for the finished product.

Do not pulverize more than 5 km (3 mi) in advance of the completed roadbed modification process. Distribute only as much Portland cement on the pulverized surface material and base as can be mixed and compacted within the same working day.

305.03.03 Proportioning. Add Portland cement to the pulverized material at the rate of 2% by mass. The calculated maximum density (as determined by Test Method No. Nev. T101) of the pulverized material will be used to determine the mass of the material in place. Add the cement in a dry state and take every precaution to prevent blowing. Do not vary the rate of cement spread more than 10% from the designated rate.

305.03.04 Mixing. Use roadmix machine of a pugmill type, auger type, or cross-shaft type mixer capable of providing a uniform homogeneous mixture throughout the material to the depth indicated on the plans.

Furnish cement in bulk. Distribute cement, by mechanical equipment, on the pulverized material in a layer of uniform thickness. Calibrate each load in the spreading equipment so the average rate of spread can be determined. Spread the cement upon the pulverized material at an acceptable distance ahead of the roadmixing operations.

Use a roadmixing machine with provisions for introducing water at the time of mixing, through a metering device or by other approved methods. Apply the water by controls that will supply the correct quantity of water to produce a completed mixture with a uniform moisture content. Leakage of water from equipment will not be permitted. Avoid the addition of any excessive water. The quantity of water added to the mixture will be determined. Do not exceed optimum water content in the complete mixture as determined by Test Method No. Nev. T101.

Mix the components to the depth shown on the plans until a uniform homogeneous mixture is obtained. If equipment is used that requires more than one pass of the mixer, make at least one pass before any water is added to the material.

305.03.05 Compacting and Finishing. After mixing, blade and compact the mixture to no less than 95% relative maximum density as determined by Test Method No. Nev. T101. The in-place density will be determined by Test Methods No. Nev. T102 or T103. Accompany compaction by sufficient blading to eliminate all irregularities.

Compact with a two-axle tandem steel roller weighing not less than 9 metric tons (10 tons), or single or dual drum vibratory roller, and pneumatic tired rollers conforming to Subsection 401.03.04. Use roller sequence as directed.

Equip motor graders with cross slope and automatic grade controls that are capable of picking up grade from an external sensing wheel.

305.03.06 Protection and Curing. Keep the surface moist at all times until the curing seal is applied. Use water equipment of a type which will apply moisture in a fog or mist type application free of pressure at the surface being treated.

Apply curing seal to the completed cement treated, pulverized material. Apply the curing seal as soon as possible, but not later than 24 hours after completion of final rolling. Curing seal shall be Liquid Asphalt, Type MC-250 applied at the rate shown on the plans or as directed. Apply the curing seal according to Section 407. At the time of application of the curing seal, the surface shall be tightly knit, free from all loose material and shall contain sufficient moisture to prevent excessive penetration of the asphalt. If necessary, apply water to fill the surface voids immediately before the asphalt is applied.

Equipment or traffic may be permitted on the cement treated material when approved, after the curing seal has set and sand blotter has been applied as directed.

Maintain the cement treated material in an acceptable condition.

METHOD OF MEASUREMENT

305.04.01 Measurement. Pulverizing the existing surface will be measured by the kilometer (mile) along centerline of the roadbed full width, or by the square meter (square yard).

Processing for roadbed modification will be measured by the square meter (square yard) for the mixing of the materials, the compaction of the mixture and the finishing of the completed base.

Portland cement will be measured by the metric ton (ton) as determined by the following methods:

(a) Certified packaged masses.

(b) Certified scale masses.

(c) Certified mass certificates indicating the truck and trailer number, tare mass, gross mass, net mass and date. The following requirements shall apply:

1. Loaded transporting vehicles shall be occasionally weighed by project personnel before discharge of any material. The frequency in which the loaded vehicles are weighed will be determined.
2. Every empty transporting vehicle shall be weighed by project personnel before the vehicle leaves the project.
3. The quantity of Portland cement used will be determined, should a discrepancy arise, between project masses of the loaded or unloaded vehicles, or both, and the certified mass certificates.

Liquid asphalt used for curing seal and sand blotter will be measured under Section 407.

BASIS OF PAYMENT

305.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Portland Cement	Metric Ton (Ton)
Processing for Roadbed Modification	Square Meter (Square Yard)
Pulverize Existing Surface	Kilometer (Mile) or Square Meter (Square Yard)

SECTION 307

SHOULDERING MATERIAL

DESCRIPTION

307.01.01 General. This work consists of shoulder preparation and placing shouldering material.

MATERIALS

307.02.01 General. Material shall conform to the following Section and Subsection:

Water .....Section 722
Shouldering Material .....Subsection 704.03.09

CONSTRUCTION

307.03.01 Shoulder Preparation. Prior to the placement of shouldering material, clear and grub all shoulders for a minimum width of 3 m (10 ft) from the edge of pavement to remove all vegetation, organic material, trash, and non-organic material greater in size than the largest allowable gradation specified for the shouldering material, or the largest allowable gradation specified for cold millings when milled material is to be placed. Do not alter or modify existing drainage unless directed. Dispose of the material resulting from the shoulder preparation according to Subsection 107.14, unless otherwise directed.

307.03.02 Placement and Compaction. Initially place the shouldering material by mechanical means. Windrows exceeding 100 mm (4 in.) in height will not allowed when the adjacent lane is open to traffic. Place all material within the limits of the prepared shoulder. Do not place material in roadway ditches or on back slopes. Grade the lower edge of the shouldering material flush with the existing slope.

Grade and compact shouldering material after paving has been completed. Finish shoulders by grading material according to Subsection 105.03. Achieve final compaction by applying enough water to adequately wet all material and roll with a steel wheeled roller at all locations unless otherwise directed. Place, finish and compact all shouldering material to the satisfaction of the Engineer.

METHOD OF MEASUREMENT

307.04.01 Measurement. Shouldering material will be measured by the metric ton (ton).

The mass of any water added to the shouldering material before weighing will be deducted from the quantity measured for payment.

BASIS OF PAYMENT

307.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract unit price per unit of measurement for the pay item listed below that is shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Shouldering Material	Metric Ton (Ton)

SECTION 401

PLANTMIX BITUMINOUS PAVEMENTS

GENERAL

DESCRIPTION

401.01.01 General. These specifications include general requirements that are applicable to all types of bituminous pavements of the plantmix type, irrespective of gradation of aggregate, kind and amount of bituminous material, or pavement use. Deviations from these general requirements will be indicated in the specific requirement for each type.

This work consists of constructing one or more courses of bituminous mixture on the prepared foundation.

MATERIALS

401.02.01 General. Material shall conform to the following Sections and Subsection:

Bituminous Materials .....Section 703
Aggregates for Bituminous Courses .....Section 705
Commercial Mineral Filler .....Subsection 705.03.03
Engineering Fabrics .....Section 731

401.02.02 Composition of Mixtures. Compose the bituminous plantmix of a mixture of aggregate, mineral filler, and bituminous material. Size, uniformly grade, and combine the several aggregate fractions in such proportions that the resulting mixture meets the grading requirements of the job-mix formula.

Do not commence paving or coldmilling operations until the following requirements have been complied with:

(a) An approved mix design conforming to the requirements of this Subsection and Section 705 is received from the Department's Materials Division.

Mix Design Requirements (Plantmix and Roadmix Bituminous Surface Aggregates):

TEST	TEST METHOD	REQUIREMENTS
Percent Air Voids of Compacted Bituminous Mixture (Types 2 and 3)	AASHTO T269	3 to 6%
Percent Air Voids of Compacted Bituminous Mixture (Type 2C)	AASHTO T269	4 to 7%
Percent Air Voids of Compacted Bituminous Mixture (Types 2 and 3) (Premixed)	AASHTO T269	6 to 9%
Stabilometer Value (Type 2)	Nev. T303	35 Min.
Stabilometer Value (Type 2C)	Nev. T303	37 Min.
Stabilometer Value (Type 3)	Nev. T303	30 Min.
Indirect Tensile Strength (Unconditioned) (Types 2 and 2C except with AC-10 Asphalt)	Nev. T341	448 kPa (65 psi) Min.
Indirect Tensile Strength (Unconditioned) (Type 3 except with AC-10 Asphalt)	Nev. T341	400 kPa (58 psi) Min.
Indirect Tensile Strength (Unconditioned) (With AC-10 Asphalt)	Nev. T341	345 kPa (50 psi) Min.
Indirect Tensile Strength (Retained Strength)	Nev. T341	70% Min.
Voids in Mineral Aggregate (Types 2 and 2C Plantmix Aggregate)	Nev. T338	12 to 22%

In addition, the mixture design will be evaluated per Nevada Test Method No. Nev. T760. Mixture designs not meeting this requirement may be rejected.

(b) Based upon the approved mix design, submit a written proposed job-mix formula for use by the Engineer in setting the job-mix to be used. For metric unit contracts, provide the proposed job-mix formula in metric units or both metric and English units. For English unit contracts, provide the proposed job-mix formula in English units or both English and metric units. Identify the asphalt cement supplier in the job-mix formula. Include in the proposed formula definite single values for:

1. The percentage of aggregate passing each specified sieve.
2. The percentage of bitumen to be added (to 0.1%), by dry mass of aggregate.
3. The temperature of the mixture leaving the mixer.
4. The minimum temperature of the mixture in the hopper of the paving machine.
5. The percentage of each aggregate bin used. (Bin percentages of less than 5% will not be allowed.)

The job-mix formula with the allowable tolerances shown herein shall conform to Section 705.

A job-mix formula with single values for 1, 2, 3, 4, and 5 above will be determined and notification will be given in writing. This job-mix formula shall be in effect until modified in writing by the Engineer. Furnish mixture conforming to the job-mix formula, within the following range of tolerances:

Aggregate passing the 4.75 mm (No. 4) and larger sieves	± 7%
Aggregate passing the 2.36 mm to 150 µm (No. 8 to No. 100) sieves	± 4%
Aggregate passing the 75 µm (No. 200) sieve	± 2%
Bitumen content	± 0.4% dry mass of aggregate
Temperature leaving the mixer	± 11 °C (20 °F)

Job-mix formula (1) shall reflect the asphalt percentage recommended by the approved mix design. Consistently produce a mixture with an asphalt content at the target value. Do not use the above operational tolerance as a means to alter the asphalt content target value.

If the aggregates and asphalt cement submitted for a bituminous mix design produces a mixture exhibiting critical properties, see Note 1 below, be responsible for deciding whether a mixture can be produced which consistently meets project specification requirements, see Note 2 below.

If electing to use a mix design that yields a critical mix, proceed and place the three field trial mixture sections to be subjected to testing.

If no satisfactory recommendation can be made by the Engineer from the test results of the trial sections, a new bituminous mix design will be required and a suspension of paving operations will be required until a new mix design is approved. Working days will continue to be charged.

If the test results are satisfactory, the paving may continue, however, the mixture will be monitored to assure that the project specification requirements are consistently met, see Note 2 below.

Note 1: A critical mixture is one where there is a narrow range in the bitumen ratio in which project specification requirements are met for Stabilometer Value and Percent Air Voids of Compacted Bituminous Mixture (being a single point value or values in the acceptable range that do not allow for a ±0.4% fluctuation from the target value in bitumen content and still meet Stabilometer Value and Percent Air Voids requirements). If the range in the bitumen ratio, where Stabilometer Value and Percent Air Voids specification requirements are met, is 0.7% or less, the mixture will be reported as “critical” and the above listed criteria shall be met before its use on the project.

Note 2: If two consecutive behind the paver samples (field samples) or 25% of the material sampled and tested, on a rolling 10 samples, fail to meet specification requirements for Stabilometer Value and/or Percent Air Voids, the paving operations will be shut down. Submit a plan outlining corrective measures to alleviate the failing material, and receive approval before any further paving. Working days will not be suspended during any such shutdown. (Rolling 10 samples indicates that only the preceding 10 samples will be counted in the analysis for consideration of failure, not the entire set of samples.)

On the first day of bituminous mix production, produce 3 trial mixtures of 450 metric tons (500 tons) of mix each. Complete production of the trial mixtures the same shift. Produce the trial mixtures at the medium speed used during the plant calibration. The trial mixtures may be placed on the shoulder of the roadway or the passing lane of four lane roadways and become a section of the completed roadway. For other roadways place at an

approved location. Suspend production of the bituminous mix for a maximum of 3 working days or until all test results, except for Indirect Tensile Strength (Unconditioned) or Indirect Tensile Strength (Retained Strength), are available. Working days will not be charged during the 3 working day suspension. Production may commence without the results of the Indirect Tensile Strength (Unconditioned) or Indirect Tensile Strength (Retained Strength) tests.

Field Trial Mixture No. 1 shall conform to job-mix formula (1). Field Trial Mixture No. 2 shall conform to job-mix formula (1) except the asphalt content shall be +0.4%. Field Trial Mixture No. 3 shall conform to job-mix formula (1) except the asphalt content shall be –0.4%.

Acceptance of the plant produced trial mixtures will be based on test results meeting the requirements of this Subsection with the aggregate gradation within the job mix ranges given and the in-place densities meeting the requirements of Subsection 402.03.06.

When test results of the trial mixtures do not meet the requirements, additional plant trial mixtures may be required and the required tests performed during one additional maximum 3 working day suspension or a new mix design may be required.

Remove field trial mixtures not meeting all the requirements of the specifications from the roadway. One half the quantity of rejected trial mixtures will be paid for at the applicable unit bid prices. Also, one half of the removal quantity of rejected trial mixtures will be paid for at the applicable unit bid price or, when no removal item exists, according to Subsection 104.03. The other one half of the above quantities will not be paid for.

A revised job-mix formula (if applicable) will be provided based on the results of the tests performed on the field trial plant produced mixtures. The asphalt content will be selected, based on meeting the specifications for Hveem stability and percent air voids.

Should there be a change in sources of material, establish a new approved mix design and a new job-mix formula. When unsatisfactory results make it necessary, the Engineer may establish a new job-mix formula and give notification in writing.

The final plantmix product placed on the roadway shall comply with the approved mixture design, and the following project control requirements:

TEST	TEST METHOD	REQUIREMENTS
Percent Air Voids of Compacted Bituminous Mixture (Types 2 and 3)	AASHTO T269	3 to 6%
Percent Air Voids of Compacted Bituminous Mixture (Type 2C)	AASHTO T269	4 to 7%
Percent Air Voids of Compacted Bituminous Mixture (Types 2 and 3)(Premixed)	AASHTO T269	6 to 9%
Stabilometer Value (Type 2)	Nev. T303	35 Min.
Stabilometer Value (Type 2C)	Nev. T303	37 Min.
Stabilometer Value (Type 3)	Nev. T303	30 Min.
Indirect Tensile Strength (Unconditioned) (Types 2 and 2C except with AC-10 Asphalt)	Nev. T341	448 kPa (65 psi) Min.
Indirect Tensile Strength (Unconditioned) (Type 3 except with AC-10 Asphalt)	Nev. T341	400 kPa (58 psi) Min.
Indirect Tensile Strength (Unconditioned) (With AC-10 Asphalt)	Nev. T341	345 kPa (50 psi) Min.
Indirect Tensile Strength (Retained Strength)	Nev. T341	70% Min.

Cease production if, two consecutive test results or 40% of the total tests taken to date for the current target percent mineral filler and target percent bitumen content, for Indirect Tensile Strength (Unconditioned) or Indirect Tensile Strength (Retained Strength) are below the required value. A change greater than or equal to 0.5% in the target percent mineral filler or target percent bitumen content or a new mix design is needed to restart the recording of the test results as stated above. Closely evaluate available information and determine the likely cause or causes of the problem, and take corrective action. Resume production when the results or other information satisfactorily indicate that the material to be produced will meet the specified values.

The temperature of the bituminous material just before mixing, and completed mixture in the hauling vehicle just before leaving the plant shall conform to the following tables:

PLANTMIX BITUMINOUS MIXTURES WITH ASPHALT CEMENT

GRADE OF ASPHALT CEMENT	BITUMINOUS MATERIAL		PLANTMIX SURFACE MIXTURES		PLANTMIX OPEN–GRADED MIXTURES	
	Minimum °C (°F)	Maximum °C (°F)	Minimum °C (°F)	Maximum °C (°F)	Minimum °C (°F)	Maximum °C (°F)
AC-2.5	121 (250)	163 (325)	104 (220)	163 (325)	104 (220)	135 (275)
AC-5	135 (275)	177 (350)	118 (245)	177 (350)	118 (245)	135 (275)
AC-10	135 (275)	177 (350)	124 (255)	177 (350)	124 (255)	143 (290)
AC-20	135 (275)	177 (350)	129 (265)	177 (350)	129 (265)	143 (290)
AC-20P	149 (300)	177 (350)	143 (290)	177 (350)	143 (290)	163 (325)
AC-30	135 (275)	177 (350)	132 (270)	177 (350)	132 (270)	143 (290)
AC-40	135 (275)	177 (350)	135 (275)	177 (350)	135 (275)	143 (290)

The minimum temperature of the completed mixture at the hopper of the paver will be a single value determined by the Engineer, which shall conform to the following table, but shall not be more than 11 °C (20 °F) lower than the temperature of the completed mixture leaving the plant, except for AC-20P Open-Graded mixtures which shall not be more than 8 °C (15 °F) lower than the temperature of the completed mixture leaving the plant.

GRADE OF ASPHALT CEMENT	PLANTMIX BITUMINOUS SURFACE MIXTURES		PLANTMIX BITUMINOUS OPEN–GRADED MIXTURES	
	Minimum °C (°F)	Maximum °C (°F)	Minimum °C (°F)	Maximum °C (°F)
AC-2.5	93 (200)	163 (325)	93 (200)	135 (275)
AC-5	107 (225)	177 (350)	107 (225)	135 (275)
AC-10	113 (235)	177 (350)	113 (235)	143 (290)
AC-20	118 (245)	177 (350)	118 (245)	143 (290)
AC-20P	141 (285)	177 (350)	141 (285)	163 (325)
AC-30	121 (250)	177 (350)	121 (250)	143 (290)
AC-40	124 (255)	177 (350)	124 (255)	143 (290)

PLANTMIX BITUMINOUS MIXTURES WITH LIQUID ASPHALT

GRADE AND TYPE MC OR SC	BITUMINOUS MATERIAL AND MIXTURES	
	Minimum °C (°F)	Maximum °C (°F)
70	35 (95)	60 (140)
250	57 (135)	79 (175)
800	74 (165)	96 (205)
3000	93 (200)	116 (240)

The temperature of the completed mixture (when using liquid asphalts) at the hopper of the paver shall not be more than 11 °C (20 °F) below the specified completed mixing temperature in the hauling vehicle just before leaving the plant.

The temperature of the completed mixture discharged from the mixer also shall not exceed the range specified in the tables.

Furnish five 3.75 L (1 gal), samples of each grade of asphalt cement specified in the contract not less than 20 working days before starting paving operations. Furnish samples for polymerized asphalt cements in paint can type containers.

Also furnish a sample of the aggregates not less than 20 working days before starting paving operations. Do not submit samples for bituminous mix designs until a minimum of 4,500 metric tons (5,000 tons) or 25% of the required contract quantity is produced proportionately in stockpile, whichever is less. Obtain samples from the produced stockpiles, or a composite of informational belt samples taken during the production of the minimum quantity stated above, to represent each individual stockpile. The Engineer will obtain these samples or witness the Contractor obtaining them.

See Subsection 106.04.

Bituminous material may be conditionally accepted at the source.

In lieu of furnishing samples of asphalt cement and aggregates for a mixture design a mix design may be submitted which has been previously approved by the Department's Materials Division.

A maximum of 1% of the material passing the 75 μm (No. 200) sieve may be removed from the combined aggregates submitted for the mix design to bring the combined gradation within specification.

If the submitted plantmix bituminous surface aggregate and asphalt cement meet the individual specification requirements, but fail to meet the mix design requirements when combined, a one time suspension of up to 10 working days may be allowed, when deemed necessary, for resubmittal and retesting for an acceptable mix design.

CONSTRUCTION

401.03.01 Bituminous Mixing Plant.

(a) General. Maintain the storage yard in a neat and orderly manner. Make stockpiles, readily accessible for sampling.

Store asphalt cement in tanks separate and apart from dryer burner fuel. Tanks with separate compartments may be used only if the compartments do not have a common wall. Provide viewing port between compartments.

(b) Burner Fuel and Burner. Limit fuel used for heating aggregates to the following types; natural gas, liquified natural gas, fuel oil (ASTM D396, Grades No. 1 and No. 2), butane, propane, diesel fuel oil (ASTM D975, Grades No. 1-D and No. 2-D).

Certify that burner fuels comply with the foregoing and provide Certificate of Compliance conforming to Subsection 106.05.

The burner used for heating the aggregate shall achieve complete combustion of the approved fuel and not leave any fuel residue that will adhere to the heated aggregate.

(c) Mixing Plants. Use mixing plants conforming to the following:

1. Requirements for All Plants. Use mixing plants of sufficient capacity and coordinate to adequately handle the proposed bituminous construction. Provide 48 hours notice before beginning mixing plant calibrations. For job-site plants, provide a copy of the current NDEP permit covering the limitations of the mixing plant production capacity not less than 48 hours before beginning calibrations.

a. Equipment for Preparation of Bituminous Material. Equip tanks for the storage of bituminous material to heat and hold the material at the required temperatures. Accomplish the heating by steam coils, electricity, or other approved means so that no flame shall be in contact with the tank. Design the circulating system for the bituminous material to assure proper and continuous circulation during the operating period. Make provision for measuring and sampling storage tanks.

b. Drier. Use a drier or driers which continuously agitate the aggregate during the heating and drying process.

c. Thermometric Equipment. Fix an armored thermometer of adequate range in temperature reading in the bituminous feed line at a suitable location near the charging valve at the mixer unit.

Replacement of any thermometer by an approved temperature-recording apparatus for better regulation of

the temperature of aggregates may be required. Use thermometers that record in degrees Celsius (Fahrenheit for English unit contracts).

d. Smoke and Dust Control. Install satisfactory precipitation devices, or use other methods which will meet local conditions, city, county, and state laws pertinent to air pollution.

e. Truck Scales. Except as allowed in Subsection 401.04.01, provide approved platform or silo scales conforming to Subsection 109.01.

f. Safety Requirements. Provide adequate and safe stairways to the mixer platform and sampling points and place guarded ladders to other plant units at all points where accessibility to plant operations is required. Provide access to the top of truck bodies by a platform to enable the Engineer to obtain samples and mixture temperatures. Provide a hoist or pully system to raise scale calibration equipment, sampling equipment, and other similar equipment from the ground to the mixer platform and return. Thoroughly guard and protect gears, pulleys, chains, sprockets, and other dangerous moving parts. Maintain ample and unobstructed passage at all times in and around the truck loading areas. Keep this area free from drippings from the mixing platform.

g. Baghouse Fines. If introducing baghouse fines into the mix, draw the material from a storage facility in which the material is kept in a uniform free flowing condition. Supply the baghouse fines for delivery to the plant from a positive weighing device which is interlocked, (rate of baghouse fines introduction shall automatically vary with the rate of the aggregate feeder) to the flow of each aggregate feeder. Equip the baghouse feeder to provide continuous uniform flow within 5% of the actual mass.

In a continuous mix and/or dryer drum plant add the baghouse fines at the asphalt feed line to insure a uniform mix.

In batch plants add the baghouse fines by the use of a separate bin.

Introduce the baghouse fines at an approved point, at a percentage determined by the Department's Materials Division, and not exceeding 2% by dry mass of the aggregate.

Consider baghouse fines as part of the aggregate, and not as a mineral filler.

h. Controls. Do not operate mixing plants with manual controls when equipped with computer controls.

2. Requirements for Batching Plants.

a. Plant Scales. Provide scales accurate to 0.5% of the maximum load that may be required. Design poises to be locked in any position to prevent unauthorized change or position. In lieu of truck scales, an approved automatic printer system which will print the masses of the material delivered may be used, provided the system is used in conjunction with an approved automatic batching and mixing control system. Document such masses by a weigh ticket for each load.

b. Feeder for Drier. Provide the plant with accurate mechanical means for uniformly feeding the aggregate into the drier so that uniform production and uniform temperature will be obtained.

c. Screens. Use plant screens capable of screening all aggregates to the specified sizes and proportions when the aggregate is proportioned after the drying operations. Plant screens may be eliminated when proportioning is done before the drying process and the aggregate is proportioned according to subparagraph 4. b., of this Subsection and prepared according to the first paragraph of Subsection 401.03.08.

d. Bins. Provide storage bins of sufficient capacity to supply the mixer when it is operating at full capacity. Arrange bins to assure separate and adequate storage of appropriate fractions of the mineral aggregates. Provide separate dry storage for mineral filler when used and equip the plant to feed such material into the mixer. Provide each bin with overflow pipes, of such size and at such locations as to prevent backing up of material into other compartments or bins. Provide each compartment with its own individual outlet gate, constructed to cut off quickly and completely. Construct bins so that samples can be readily obtained.

e. Weigh Box or Hopper. Include a means for accurately weighing each size of aggregate in a weigh box or hopper suspended on scales and of ample size to hold a full batch without hand raking or running over. The gate shall close tightly so that no material is allowed to leak into the mixer while a batch is being weighed.

f. Bituminous Control Unit. Provide satisfactory means, either by weighing or metering, for obtaining the proper amount of bituminous material in the mix within the tolerance specified. Provide means for checking the quantity or rate of flow of bituminous material into the mixer.

g. Bituminous Control. Use equipment to measure the bituminous material accurately to ±0.5%. The bituminous material bucket shall be a nontilting type with a loose sheet metal cover. Use a discharge opening or spray bar with a length of not less than 75% of the length of the mixer and which discharges directly into the mixer. Adequately heat the bituminous material bucket, its discharge valve or valves, and spray bar. Efficiently drain steam jackets, if used, and construct connections so that they will not interfere with the efficient operation of the bituminous scales. Provide bituminous material bucket with a capacity of at least 15% in excess of the mass of bituminous material required in any batch. Provide adequately heated quick-acting, nondrip, charging valve located directly over the bituminous material bucket.

Measure bituminous material by means of springless dial scales or metering devices. Provide springless dial scales with a capacity of not more than 450 kg (1,000 lb) in 1 kg (2 lb) gradations.

Provide the indicator dial with a capacity of at least 15% in excess of the quantity of bituminous material used in a batch. Construct the controls so that they may be locked at any dial setting and will automatically reset to that reading after the addition of bituminous material to each batch. Place the dial in full view of the mixer operator. Automatically control the flow of bituminous material so that it will begin when the dry mixing period is over. Discharge all of the bituminous material required for one batch in not more than 15 seconds after the flow has started. Provide the size and spacing of the spray bar openings for a uniform application of bituminous material the full length of the mixer. Provide the section of the bituminous line between the charging valve and the spray bar with a valve and outlet for checking the meter when a metering device is substituted for a bituminous material bucket.

h. Mixer. Provide the batch mixer of a twin pugmill type, with steam jackets, or heat by other approved means and capable of producing uniform mixtures within the specified tolerances. Equip it with a sufficient number of paddles or blades set in proper order and operated at such speed as to produce a properly and uniformly mixed batch. Do not exceed 25 mm (1 in.) clearance of the paddles or blades from all fixed and moving parts. Do not use badly worn or defective paddles or blades in mixing operations.

i. Control of Mixing Time. Equip the mixer with an accurate time lock to control the operations of a complete mixing cycle. The time lock shall lock the weigh box gate after the charging of the mixer until the closing of the mixer gate at the completion of the cycle. The time lock shall lock the bituminous material bucket throughout the dry mixing period and shall lock the mixer gates throughout the dry and wet mixing periods. The dry mixing period is defined as the interval of time between the opening of the weigh box gate and the start of introduction of bituminous material. The wet mixing period is the interval of the time between the start of introduction of bituminous material and the opening of the mixer gate.

Equip the mixer with a timing device which will indicate by a definite audible or visual signal the expiration of the mixing period. The device shall measure the time of mixing within an accuracy of 2 seconds. Provide and maintain a suitable automatic device in proper working condition for counting the number of batches.

When the aggregates and the bituminous material have been combined, mix the entire mass in an approved mixer. Continue the mixing until a homogeneous mixture with a uniform coating is achieved. Do not exceed output rate greater than the manufacturer's capacity rating.

3. Requirements for Continuous Mixing Plants (Proportioned After Drying).

a. Feeder for Drier. Provide the plant with accurate mechanical means for uniformly feeding the aggregate into the drier so that uniform production and uniform temperature will be obtained.

b. Screens. Provide plant screens capable of screening all aggregates to the specified sizes and proportions.

c. Bins. Provide storage bins of sufficient capacity to supply the mixer when it is operating at full capacity. Arrange bins to assure separate and adequate storage of appropriate fractions of the mineral aggregates. Provide separate dry storage for mineral filler when used and equip the plant to feed such material into the mixer. Provide each bin with overflow pipes, of such size and at such locations as to prevent backing up of material into other compartments or bins. Provide each compartment with its indi-

vidual outlet gate. Construct bins so that samples can be readily obtained. Equip bins with adequate telltale devices to indicate the position of the aggregates in the bins at the lower quarter points.

d. Aggregate Proportioning. Provide a means for accurately proportioning each size of aggregate after the drying operation.

Provide a mechanical feeder mounted under each compartment bin. Each compartment bin shall have an accurately controlled individual gate for volumetrically measuring the material drawn from each compartment. The feeding orifice shall be rectangular with one dimension adjustable by positive means. Provide indicators for each gate to show the respective gate opening.

Provide a meter for determining the rate of each feeder, or a revolution counter.

e. Mass Calibration of Aggregate. Provide a means for calibration of each aggregate feeder by weighing test samples. Provide accurate scales and test boxes for this mass calibration.

f. Bitumen Metering Device. Introduce the bituminous material into the mixer through a positive displacement metering device. Equip this metering device with a ready means of varying the bituminous material delivery rate.

g. Synchronization of Aggregate Feed and Bituminous Material Feed. Provide satisfactory means to afford a positive interlocking control between the flow of each feeder and the flow of bituminous material. The interlocking control shall indicate a visible or audible signal when the level of material in any one feeder approaches the strike off capacity of the feed gate, or shut the plant down.

h. Mixer. Include a continuous mixer of an approved type, adequately heated and capable of producing a uniform mixture within the job-mix tolerances. Use paddles adjustable for angular position on the shafts and reversible to retard the flow of the mix. The mixer shall have a manufacturer's plate giving the net volumetric contents of the mixer at the several heights inscribed on a permanent gage. Provide charts showing the rate of feed of aggregate per minute for the aggregate being used.

i. Surge Bins. Equip the plant with an approved surge bin at the discharge. Provide surge bin in excess of 18 metric tons (20 tons), and equip with an approved surge batcher or other approved method that will prevent segregation of the bituminous mixture as it is being discharged into the hauling vehicle.

4. Requirements of Continuous Mixing Plants (Proportioned Before Drying).

a. Aggregate Stockpiles. The first paragraph of Subsection 401.03.08 shall apply.

b. Aggregate Proportioning. Include a means for accurately proportioning each size of aggregate before the drying operation. Separate each compartment bin by a vertical divider of adequate height to prevent aggregate spillover from adjacent bins. In addition, provide each bin with an accurate method of regulating and measuring the material being drawn from the bin. Provide indicators for each bin to show respective feed rates.

c. Mass Calibration of Aggregate. Calibrate plants after receiving an approved mix design. Calibrate the aggregate weigh belt at 3 different speeds, (lowest, medium, and the highest speed of anticipated operation) using the bin percentages from the approved mix design with the assigned material in the bins. Provide accurate platform scales in the same pit as the plant, and test boxes having a capacity of not less than 9 metric tons (10 tons) for this purpose. Calibrate plants before beginning the plantmix operation or whenever a plant is moved, and no less than once a year, or any other time directed. Calibrate the aggregate feed so the masses shown on the console indicators are within 1% of the actual mass as weighed on the sealed platform scales. The difference of the 3 runs will be within 1% of each other. During production do not run outside the parameters of the plant calibration masses. Supply a graph of each individual bin showing the speed of the belt to the tons per hour of the material. The graph will be checked during the calibration and must be approved before production proceeds. This calibration procedure will be observed and must be approved. Once the plant is calibrated and a minimum of 24 hours prior to beginning production, produce a quantity of bituminous mixture that shall provide a representative sample to prove that the gradation and bitumen content of the mixture conform to the approved job-mix formula before beginning production.

d. Bitumen Metering Device and Calibration. Introduce the bituminous material into the mixer through a positive displacement metering device. Equip this metering device with a ready means of varying the bituminous delivery rate. Before beginning the plantmix operation, and at any other time directed, calibrate the bitumen feed at 3 different speeds using the asphalt percentage set in the approved mix design

so the masses or liters (gallons) shown on the indicators are within 0.5% of the actual mass as weighed on the sealed platform scales. Use a vessel for calibration having a capacity of not less than 3,785 L (1,000 gal). Furnish the vessel and platform scales. This calibration procedure will be observed and must be approved.

e. Synchronization of Aggregate Feed and Bituminous Material Feed. Provide satisfactory means to afford a positive interlocking control between the flow of each feeder and the flow of bituminous material. The interlocking control shall indicate a visible or audible signal when the level of material in any one feeder approaches the strike off capacity of the feed gate, or shut the plant down.

f. Mixer. Include a continuous mixer of an approved type, adequately heated and capable of producing a uniform mixture within the job-mix tolerances. Use paddles adjustable for angular position on the shafts and reversible to retard the flow of the mix. Retard the flow of material through the mixer by reversing a minimum of the last two rows of paddles or providing a material dam. The mixer shall have a manufacturer's plate giving the net volumetric contents of the mixer at the several heights inscribed on a permanent gage. Provide charts showing the rate of feed of aggregate per minute for the aggregate being used.

g. Surge Bins. Equip the plant with an approved surge bin at the discharge. Provide surge bin in excess of 18 metric tons (20 tons) capacity, and equip with an approved surge batcher or other approved method that will prevent segregation of the bituminous mixture as it is being discharged into the hauling vehicle.

5. Requirements for Dryer Drum Mixing Plants. The requirements of subparagraph 4 of this Subsection shall apply, with the exception of subparagraph 4. f.

a. Mixer. Include a mixing device which will obtain a homogeneous mixture with a uniform coating. The mixing output shall not exceed the manufacturer's capacity rating.

401.03.02 Hauling Equipment. Use trucks for hauling bituminous mixture with tight, clean, and smooth metal beds which may be thinly coated with a minimum amount of one of the asphalt release agents listed in the QPL to prevent the mixture from adhering to the truck beds. Do not use diesel or kerosene.

Discharge the bituminous mixture from the surge-storage system directly into the hauling vehicle.

401.03.03 Pavers. Use pavers that are self contained, power-propelled units, provided with an activated screed or strike-off assembly, heated if necessary, and capable of spreading and finishing courses of bituminous mixture in lane and shoulder widths applicable to the specified typical section and thicknesses shown on the plans.

Equip pavers with a receiving hopper having sufficient capacity for a uniform spreading operation. Equip the hopper with a distribution system to place the mixture uniformly in front of the screed.

Equip the screed with automatic controls which will make adjustments in both transverse and longitudinal direction. The external longitudinal reference devices used to pick up grade information for the automatic sensing control shall conform to the following:

When picking up grade information from an underlying base, the external longitudinal reference device shall be a floating beam at least 9 m (30 ft) long or an 8 m (27 ft) non-contact averaging ski with a minimum of 4 sensors.

When picking up grade information from an adjacent compacted pavement course or a concrete surface, the external longitudinal reference device shall be a floating beam or a non-contact averaging ski with a minimum of 2 sensors. Either referencing device shall be at least 3 m (10 ft) in length.

When using a floating beam to pick up grade information, place the sensing device in the middle third of the floating beam.

A non-contact sensor may be used to pick up grade information from a newly placed adjacent compacted course only when approved.

Should the automatic controls fail to function properly, finishing the half shift with manual controls may be approved. Do not resume until the controls are repaired.

401.03.04 Rollers. Rollers shall meet the following requirements:

(a) Breakdown rollers shall be a 2 axle tandem steel wheeled weighing not less than 9.1 metric tons (10 tons) and capable of rolling with or without vibration.

(b) Pneumatic tired rollers shall weigh not less than 9.1 metric tons (10 tons) and be equipped with pneumatic tires of equal size and diameter mounted on 2 axles attached to a rigid frame equipped with a loading platform or body suitable for ballast loading. The minimum width between the outer edge of the outside tires on a given axle is 1.5 m (60 in.). Use tires with satisfactory treads. Space the tires on the rear axle so that the entire gap between adjacent tires on the front axle will be covered by the tread of the rear tires. Uniformly inflate the tires so that the air pressure in the tires will not vary more than 35 kPa (5 psi). Use the tire manufacturer's recommended inflation pressure. Use a minimum tire size of 185 mm x 375 mm (7.5 in. x 15 in.), 4 ply. Fully skirt roller with rigid material to within 25 mm (1 in.) of the pavement surface.

(c) The finish roller shall be a 2 axle tandem steel wheeled weighing not less than 7.2 metric tons (8 tons).

401.03.05 Weather Limitations. Do not place plantmix bituminous surface when frozen materials are present in the base.

Do not place plantmix bituminous surface during rain or snowfall or when the roadway is wet.

Place plantmix bituminous surface when the atmospheric temperature is above those listed below:

Compacted Thickness	Atmospheric Temperature
Less than 25 mm (1 in.)	13 °C (55 °F)
25 to 50 mm (1 to 2 in.)	7 °C (45 °F)
Greater than 50 mm (2 in.)	2 °C (35 °F)

Place plantmix bituminous surface only when the surface temperature is above 10 °C (50 °F).

Place open-graded plantmix surface only when the atmospheric temperature and the pavement surface temperature are above 15 °C (60 °F).

401.03.06 Preparation of Existing Surface. When the surface of the existing pavement or old base is irregular, bring it to a uniform grade and cross section as directed.

Paint contact surface of curbing, gutters, manholes, and other structures with a thin, uniform coating of emulsified asphalt before the bituminous mixture is placed.

401.03.07 Preparation of Bituminous Materials. Heat the bituminous material to the specified temperature in a manner that will avoid local overheating and provide a continuous supply of the bituminous material to the mixer at a uniform temperature at all times.

When polymer modified asphalt is specified, deliver and maintain the material in storage tanks at a minimum temperature of 149 °C (300 °F).

When polymer modified bituminous asphalt is placed in storage tanks, continuously circulate or moderately agitate them within the tanks.

401.03.08 Preparation of Aggregates. Separate aggregates proportioned before the heating and drying process, into two general sizes: (1) that portion of the material having a minimum of 80% passing a 4.75 mm (No. 4) sieve, and (2) that portion of the material having a minimum of 80% retained on a 4.75 mm (No. 4) sieve. Maintain the material within these limits with a uniformity of ± 5%. Store each portion of the material separately. When moving the aggregate from storage to compartment bins, use any method which will not cause segregation, degradation, or combinations of aggregate which fail to meet the specified gradation requirements. Do not commence plantmix operations until a minimum of 4,500 metric tons (5,000 tons) combined has been proportionately stockpiled and marinated, unless the tonnage required is less than 4,500 metric tons (5,000 tons).

Screen aggregates proportioned immediately after the heating and drying process into a minimum of two fractions, if minus 12.5 mm (1/2 in.) aggregate is used, and into a minimum of three fractions when larger sized aggregate is used. Convey the screened material to separate compartments ready for proportioning, and mixing with bituminous material. Do not commence plantmix operations until a minimum of 4,500 metric tons (5,000 tons) has been proportionately stockpiled and marinated, unless the tonnage required is less than 4,500 metric tons (5,000 tons).

When the required tonnage is more than 4,500 metric tons (5,000 tons), then maintain a minimum of 4,500 metric tons (5,000 tons) of material proportionately stockpiled until such time as 4,500 metric tons (5,000 tons)

or less are needed to complete the plantmix operations. Place the aggregates in the cold feed proportioning bins directly from the stockpile. Do not charge the cold feed bins from the crushing plant.

The plasticity index for any individual stockpile for use in the plantmix products before marination shall not exceed 10. Correct the plasticity problem if the plasticity index of any individual stockpile exceeds 10 before marinating the material. Do not blend with sand to lower the plasticity index.

Mineral Filler Feeding. Add mineral filler to all plantmix bituminous aggregates according to the Marination Method.

Marination Method. Wet cure the coarse aggregates with mineral filler at a minimum rate of 1% of the mass of dry aggregate. Wet cure the fine aggregates with mineral filler at a minimum rate of 2% of the mass of the dry aggregate. Marinate (wet cure) the aggregates in stockpiles for a minimum of 48 hours. Fine aggregate stockpiles have a minimum of 50% passing the 4.75 mm (No. 4) sieve. All other stockpiles will be treated as coarse aggregate. Marinate stockpiles individually. Do not use the marination method process to combine stockpiles.

Use the wet cured aggregate in the stockpile within 60 days.

Before the introduction of the mineral filler add sufficient moisture by way of spray bars at the aggregate bins to bring the aggregate to a moisture content where enough free surface moisture is available to thoroughly wet the aggregate and activate the lime. The actual amount of moisture shall be as approved. After the addition of water and mineral filler, mix the aggregate using a horizontal twin-shaft pugmill with a minimum effective mixing length of 1.5 m (5 ft). Use mixing paddles which are adjustable for angular position on the shaft to permit altering of the mixing pattern or retarding the flow to insure that the aggregate is thoroughly coated with mineral filler. Do not extend the volume of material in the pugmill above the vertical position of the blade tips. Retard the flow of material through the pugmill by reversing a minimum of the last two rows of paddles or providing a material dam.

Draw mineral filler from a storage facility in which the mineral filler is agitated by air or other means to keep it in a uniform free flowing condition. Deliver the mineral filler to the mixer from a positive weighing device which is interlocked, (actuate electric driven feeders from the same circuit) to the flow of each aggregate feed. Equip the mineral filler feeder to provide a continuous uniform flow to within 5% of the required amount. Provide an aggregate feed and weight system which meets the requirements of Subsection 401.03.01.

Cold Feed Method. The Cold Feed Method is not allowed for use unless specifically stated in the Special Provisions. When the Cold Feed Method is allowed for use, add hydrated lime (hereinafter referred to as mineral filler) to all plantmix bituminous aggregates at the rate of not less than 1% nor more than 2.5% of the mass of the dry aggregate. The exact rate of application shall be as approved.

Draw mineral filler from a storage facility in which the mineral filler is agitated by air or other means to keep it in a uniform free flowing condition. Deliver the mineral filler to the mixer from a positive weighing device which is interlocked, (actuate electric driven feeders from the same circuit) to the flow of each aggregate feeder. Equip the mineral filler feeder to provide continuous uniform flow to within 5% of the required amount.

In continuous mix and/or drum dryer plants, add the mineral filler to the aggregate after the aggregate is proportioned.

In batch plants, add the mineral filler to the aggregate before drying.

Before the introduction of the mineral filler add sufficient moisture by way of spray bars at the aggregate bins to bring the aggregate to a moisture content where enough free surface moisture is available to thoroughly wet the aggregate and activate the lime. The actual amount of moisture shall be as approved. After the addition of water and mineral filler, mix the aggregate using a horizontal twin-shaft pugmill with a minimum effective mixing length of 1.5 m (5 ft). Use mixing paddles which are adjustable for angular position on the shaft to permit altering of the mixing pattern or retarding the flow to insure that the aggregate is thoroughly coated with mineral filler. Do not extend the volume of material in the pugmill above the vertical position of the blade tips. Retard the flow of material through the pugmill by reversing a minimum of the last two rows of paddles or providing a material dam. Directly introduce the completed mixture into the hot plant. Do not stockpile the completed mixture.

Interlock the moisture control valve with the hot plant control room so the moisture control valve is auto-

matically turned off when the cold feed belts are shut off. The control valve shall also turn on automatically when the cold feed belts are activated.

Baghouse Fine Feeding. Use the same type storage facility and feeding system for baghouse fines as used for mineral filler.

In batch plants, add the baghouse fines by the use of a separate bin.

In a continuous mix and/or a dryer drum plant, add the baghouse fines at or near the asphalt feed line.

401.03.09 Mixing. Do not exceed a moisture content of 1% in the bituminous mixture just behind the paver as determined by Test Methods No. Nev. T112 (Method A) or T306. Take satisfactory corrective action before resuming plantmix operations should the aggregate contain excessive moisture when heated within the temperature limits.

Combine the dried aggregate in the mixer in the amount of each fraction of aggregates required to meet the job-mix formula. Measure and gage the bituminous mixture and introduce into the mixer in the amount specified by the job-mix formula.

When the aggregates and the bituminous material have been combined, mix the entire mass in an approved mixer. Continue mixing until homogeneity and a uniform coating are achieved. Do not exceed the manufacturer's capacity rating for the output rate.

Should the mixture at the discharge of the mixer, at the plant, in the haul vehicle, or in place, show a nonuniform or nonhomogeneous mix, show an excess or deficiency of bitumen, show injury or damage due to burning or overheating, show an improper combination of aggregates, show a separation of the bituminous material from the aggregates, or fail to conform to specification requirements, it will be rejected. Provide an adequate access point at the mixer discharge for sampling. If the unsatisfactory mix, as referred to above, is still in the truck, dispose of the mix, or if it has been placed, remove, dispose, and replace the mix.

Immediate control of the asphalt content for bituminous mixtures will be accomplished by testing the completed mixture according to Test Method No. Nev. T761.

For the job mix formula values listed in Subsection 401.02.02, take corrective measures at the plant before production continues if two consecutive test results indicate the material is out of tolerance. If three consecutive test results for any one job mix formula property are outside of tolerance, cease production until test results or other information satisfactorily indicate that the next material to be produced will meet the specified values. When directed, produce a sufficient quantity of bituminous mixture to prove the material is within specification prior to beginning full production.

Delay bituminous mixture production 24 hours from completion of calibration of the plant according to Subsection 401.03.01, in order for the Engineer to calibrate the Asphalt Content Tester.

401.03.10 Spreading and Finishing. Place each course of the plantmix bituminous surface full width. Any portion of the course may be advanced only to the extent of one day's operation before beginning work on a succeeding width. Complete the course to its full plan width before any general longitudinal advancement beyond the width first placed. Bring all portions of the course to as near the same point as practicable before suspending paving operations for more than one day, unless otherwise ordered.

Dump and spread the hot mix asphalt on the prepared surface with the spreading and finishing machine.

If windrow pick-up equipment is used, make it capable of removing and loading all of the mixture deposited on the roadbed into the spreading and finishing machine.

Do not turn hauling equipment in areas where such turning may result in tearing, gouging or distortion of the edges of a previously laid pad of bituminous material. Immediately discontinue any turning causing such damage, and repair.

Lay the mixture upon an approved surface, spread, strike off to grade and elevation established. Use bituminous pavers to distribute the mixture either over the entire width or over such partial width as may be practicable.

Regulate the forward rate of travel of the paving machine(s) to a speed dependent upon the capacity of the mixing plant to furnish the mixture. Move the machine(s) at a uniform rate with a minimum amount of stopping.

On areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impracticable, spread, rake and lute the mixture, by hand tools. For such areas, dump, spread and screed the mixture to give the required compacted thickness.

401.03.11 Rolling. Thoroughly and uniformly compact the pavement by rolling.

Thoroughly compact the edges of pavements not accessible to conventional rollers with suitable types of tampers, plates, trench rollers, etc.

Commence initial rolling at the lower edge and progress towards the highest portion of the roadbed.

Perform rolling in a manner that avoids cracking, shoving or displacement.

Use rollers in good condition and capable of rolling and changing direction without adversely affecting the mat.

Properly moisten the wheels of the rollers to prevent adhesion of the hot mix asphalt. Use clean water or asphalt release agents listed in Subsection 401.03.02 of the QPL.

Perform all compactive rolling, defined as initial or intermediate, while the internal temperature of the mid-depth of the mat is above 82 °C (180 °F).

Complete finish rolling within the same day of placement of the plantmix bituminous surface while the internal temperature of the mat at mid-depth is above 65 °C (150 °F).

401.03.12 Joints. Place the bituminous material as continuously as possible. Do not pass rollers over the unprotected end of a freshly laid mixture.

(a) Longitudinal. Offset longitudinal construction joints of successive courses of bituminous pavement at least 150 mm (6 in.).

Place bituminous pavement so that any longitudinal joints constructed are within 300 mm (12 in.) of the final traffic lane lines.

Do not construct two longitudinal joints within the same traffic lane.

(b) Transverse. Expose the full depth of the layer and form a clean vertical edge.

Place additional mixture to provide a 1:50 (50:1) transition on dense-graded plantmix bituminous surface. Remove transition material prior to continuing paving operations away from the transverse joint. No direct payment will be provided for this work.

Place a brush coat of asphalt emulsion on contact surface of the joint before additional mixture is placed.

401.03.13 Surface Tolerances. Surface tolerances will be specified under the respective sections of bituminous pavement.

401.03.14 Surfacing Miscellaneous Areas. Areas which may be included in this work are the surfacing of road and driveway approaches, median strip areas, island areas, sidewalks, dikes (excluding plantmix shoulder dikes), gutters, gutter flares, ditches, downdrains, spillways, aprons at the end of drainage structures and other designated areas outside the traveled way.

Eliminate the 12.5 mm ($^1/_2$ in.) and larger aggregate and increase the amount of bituminous material by not less than 1% by mass of the aggregate over the dense graded job-mix formula in the bituminous mixture placed in gutters, gutter flares, dikes, down drains, spillways, aprons at the end of drainage structures, and other designated areas outside the traveled way. A revised job-mix formula is not required.

The bituminous mixture placed in these miscellaneous areas, except for approaches, may be spread in one layer. Compact to the required lines, grades, and cross section.

401.03.15 Pavement Reinforcing Fabric. Repair large cracks, spalls and chuckholes in existing pavement as directed before applying binder. Repair work will be paid for as provided in Subsection 104.03. Place pavement reinforcing fabric on existing pavement to be surfaced or between layers of asphalt concrete.

The weather limitations contained in Subsection 401.03.05 shall also apply to placement of the asphalt binder and the pavement reinforcing fabric.

Apply a binder of paving asphalt to the surface to receive the pavement reinforcing fabric at an approximate rate of 1.0 L/m^2 (0.25 gal/yd^2) of surface covered. The exact rate will be determined. Apply the binder to a width equal to the width of the fabric mat plus 75 mm (3 in.) on each side.

Stretch, align, and place the fabric with no wrinkles that lap. Make the test for lapping by gathering together the fabric in a wrinkle. If the height of the doubled portion of extra fabric is 12.5 mm ($^1/_2$ in.) or more, cut the fabric to remove the wrinkle, then lap in the direction of paving. Remove fabric with laps in excess of 50 mm (2 in.).

Do not place pavement reinforcing fabric in areas where the thickness of the overlying asphalt concrete is 25 mm (1 in.) or less.

If manual laydown methods are used, unroll, stretch, align, and place the fabric in increments of approximately 10 m (30 ft).

Lap adjacent borders of the fabric 50 to 100 mm (2 to 4 in.). The preceding roll shall lap 50 to 100 mm (2 to 4 in.) over the following roll in the direction of paving at ends of rolls or at any break. Overlap both the tack coat and the fabric over the previously laid fabric by the same amount.

Seating of the fabric with rolling equipment after placing will be permitted. Avoid damage by turning of the paving machine and other vehicles.

A small approved quantity of asphalt concrete, may be spread over the fabric immediately in advance of placing asphalt concrete surfacing in order to prevent fabric from being picked up by construction equipment.

Do not allow traffic on the bare reinforcing fabric, except for emergency vehicles or to allow business access.

Avoid tracking binder material onto the pavement reinforcing fabric or distorting the fabric during seating of the fabric with rolling equipment. If necessary, lightly cover exposed binder material with sand blotter.

401.03.16 Shoulder Dikes. Shape and compact dikes with an extrusion machine or other equipment to the required cross section.

Eliminate the 12.5 mm ($^1/_2$ in.) and larger aggregate and increase the amount of bituminous material by not less than 1% by mass of the aggregate over the dense graded job- mix formula in the bituminous mixture placed in shoulder dikes. A revised job-mix formula is not required.

METHOD OF MEASUREMENT

401.04.01 Measurement. Plantmix bituminous aggregate will be measured by the metric ton (ton). Mass will be determined by weighing the completed mixture of aggregate, mineral filler, and bituminous material, and deducting from this mass the mass of the mineral filler and bituminous material.

Bituminous material will be measured by the metric ton (ton).

Mineral filler will be measured by the metric ton (ton). Measurement of mineral filler will be based on the bin percentages from the approved job-mix formula and the theoretical marination percentages of Subsection 401.03.08. In no case shall the total metric tons (tons) paid exceed total metric tons (tons) delivered less waste.

Shoulder dikes will be measured by the linear meter (linear foot) for placing. Length will be determined from measurements taken along the top of the dikes. The quantities of bituminous mixture used to construct the dikes will be measured as set forth above.

Plantmixing miscellaneous areas will be measured by the square meter (square yard) for placing. Areas to be included in such measurement shall be limited to those areas listed in the plans, plus or minus authorized changes. Areas will be measured one time only, without consideration of the number of lifts or types of bituminous mixtures involved. The quantities of bituminous mixture used to pave the miscellaneous areas will be measured as set forth above.

Pavement reinforcing fabric will be measured by the square meter (square yard) of surface area covered. No allowance shall be made for material overlap.

The paving asphalt used to bind the pavement reinforcing fabric will be measured and paid for under the appropriate asphalt cement bid item.

Batch masses will not be permitted as a method of measurement unless the alternate provisions of Subsection 401.03.01, (c)2.a., are met, in which case the cumulative mass of all the acceptable batches will be used for payment.

BASIS OF PAYMENT

401.05.01 Payment. The accepted quantities of mineral filler or pavement reinforcing fabric, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section. All other quantities, measured as provided above, will be paid for as provided in the respective sections for each type specified.

Payment will be made under:

Pay Item	Pay Unit
Mineral Filler	Metric Ton (Ton)
Pavement Reinforcing Fabric	Square Meter (Square Yard)

401.05.02 Asphalt Escalation. The use of the price adjustment provisions as developed and implemented herein are intended to minimize the cost effects of price uncertainty to the Contractor and the Department for "Asphalt Cement" used in the construction of the contract. The price adjustment provisions are not intended to serve as a guarantee for full compensation for "Asphalt Cement" price fluctuations but are intended to be a sharing, by the Department, in a portion of the Contractor's risk which could result from potentially volatile price fluctuations that might occur throughout the duration of the contract.

The price adjustment provisions do not serve to relieve the Contractor of risks associated with fluctuation in prices beyond the amount adjusted by the provisions. This adjustment shall be full compensation for any and all price fluctuations, including but not limited to taxes, transportation, and delays.

The price adjustment provisions are only applicable to "Asphalt Cement"; they are not applicable to liquid asphalt or emulsified asphalt. The term "Asphalt Cement" as used herein is applicable to AC grades, AC-20P, and PG grades as specified in Subsection 703.03.02.

The progress payment will be adjusted upward or downward, as calculated by the "Total Bi-Weekly Adjustment." These adjustments will be determined by the Department using price posting for crude oil provided by Oil Price Information Services and AMOCO Crude Oil Price Bulletins. The sources used by the Department to determine the crude oil price at any given time will be the average of the price postings for Midway Sunset Crude, Buena Vista Crude, Utah Black Wax and West Texas & New Mexico Sour. The adjustment will be made by comparing a "Basic Materials Index" to a "Bi-Weekly Materials Adjustment Index." The method for making this comparison is described in the following paragraphs:

(a) A "Basic Materials Index" will be determined by the Department on a weekly basis. The "Basic Materials Index" in effect for the week a contract bid opening occurs will be the "Basic Materials Index" for that contract.

The "Basic Materials Index" shall be arrived at by averaging the Monday posting of the current week and the Monday posting of the three previous weeks.

The "Basic Material Index" price for "Asphalt Cement" will be available on an informational basis to interested parties but said prices shall not be available prior to the first regular business day of the week of the bid opening. The price may be obtained by contacting the Construction Division in the Department's General Headquarters, 1263 S. Stewart Street, Carson City, Nevada 89712, phone (775) 888-7460.

(b) During the time that the "Asphalt Cement" is paid for on this contract, the Department shall maintain crude oil price postings to be used to obtain a "Bi-Weekly Materials Adjustment Index." The "Bi-Weekly Materials Adjustment Index" shall be arrived at by averaging the Monday posting of the current week and the Monday posting of the three previous weeks and shall be compared with the "Basic Materials Index" price to determine a "Bi-Weekly Material Price Adjustment."

(c) The compensation payable for said "Asphalt Cement" will be subject to increase or decrease in accordance with the following provisions for "Asphalt Cement" price fluctuations exceeding 20%. The adjustment in compensation will be determined in accordance with the following formula for "Asphalt Cement" included in the progress payment:

Total Bi-Weekly Adjustment = AQ

For an increase in the Bi-Weekly Materials Adjustment Index exceeding 20% of the Basic Materials Index:

$$A = [Bp - Bi\ (1.20)]\ F$$

For a decrease in the Bi-Weekly Materials Adjustment Index exceeding 20% of the Basic Materials Index:

$$A = [Bi\ (.80) - Bp]\ F$$

Where: A = "Bi-Weekly Material Price Adjustment" in dollars per metric ton (ton) of "Asphalt Cement" rounded to the nearest dollar.

Bi = "Basic Materials Index" for the week in which the bid opening for the contract occurred (Dollars per barrel of crude oil). This is calculated as noted in paragraph (a) above.

Bp = "The Bi-Weekly Materials Adjustment Index" which pertains to the period during which the quantity subject to adjustment is included in the progress payment (Dollars per barrel of crude oil). This is calculated as noted in paragraph (b) above.

F = 6.2 barrels of crude oil per metric ton (5.6 barrels of crude oil per ton) of "Asphalt Cement."

Q = Quantity in metric tons (tons) of "Asphalt Cement" included in the progress payment.

(d) The adjustment in compensation shall also be subject to the following:

1. The compensation adjustments provided herein, will be shown separately on the progress payment. The Contractor shall be liable to the State for decreased compensation adjustments and the Department may deduct the amount thereof from any monies due or that may become due the Contractor.

2. The maximum adjustment allowed under the terms of this specification occurs when the "Bi-Weekly Materials Adjustment Index" exceeds the "Basic Materials Index" by 75%.

   The Department reserves the right to cancel the contract whenever the 75% adjustment is exceeded. The contract may be canceled in part or in whole by the Department. If the Department elects to cancel the contract, in part or in whole, price adjustments shall not be allowed for other than major bid items. Adjustments to major bid items shall be in accordance with Subsection 104.02

(e) The contract unit price for "Asphalt Cement" will be considered to include the initial cost of the "Asphalt Cement" and all costs for furnishing, hauling, handling, spreading, and mixing of the material as required. Changes in the cost of "Asphalt Cement" that occur between the date of bid opening and the date the material is paid for will be addressed using the adjustment provisions previously described.

SECTION 402

PLANTMIX BITUMINOUS SURFACE

DESCRIPTION

402.01.01 General. This work consists of constructing one or more courses of bituminous pavement on a prepared base.

MATERIALS

402.02.01 General. Material shall conform to the following Subsections:

General .....Subsection 401.02.01
Composition of Mixtures .....Subsection 401.02.02

CONSTRUCTION

402.03.01 General. The construction requirements shall conform to Subsections 401.03.01 through 401.03.14, inclusive, with the exceptions contained in the following Subsections.

402.03.02 Rollers. Use approved equipment for compaction of plantmix bituminous surface. Size rollers to achieve the required results. Use at least two rollers, one steel wheeled and one pneumatic tired with each paver.

Provide pneumatic tired rollers conforming to Subsection 401.03.04 (b).

402.03.03 Equipment. Furnish and operate a pavement core drilling machine for coring samples of compacted bituminous mixtures for density testing. Bring the pavement core drilling machine on the job-site 5 working days before paving operations. The core drilling machine shall conform to the following requirements:

(a) Trailer mounted (equip trailer with leveling devices).

(b) Sliding base to allow for minor location changes.

(c) Core size shall be 100 mm (4 in.).

(d) Capable of producing a non-distorted core.

(e) Pressurized water system.

(f) Include diamond circular bits.

Furnish and operate a California type profilograph for checking riding tolerances at the time and date ordered. Equip the profilograph with a 7.6 m (25 ft) wheel base and the following features:

(a) 3-Unit Frame Assembly.

1. All welded construction of light weight aluminum square tubing.
2. Index frame connections by 4 steel locating pins and secured by 4 quick acting clamps rated at 3.6 kN (800 lb) each.

(b) Multiple Wheel Assemblies.

1. Wheel supports of square steel tubing and all welded construction.
2. Secure connections by quick acting clamps.
3. Wheels with cast aluminum hubs, ball bearings and cushion rubber tires.
4. Bearing support caster wheel assemblies.
5. Steerable front wheels from the center of the machine.
6. Rear wheels with a quick setting manual adjustment for turning in a short radius, moving sideways, and to prevent rear end crabbing on superelevations.

(c) Recording Wheel Assembly.

1. Frame of all welded construction of light weight rectangular aluminum tubing.
2. Light weight 600 mm (24 in.) minimum diameter recording wheel with heavy duty spokes for maximum rigidity, with a pneumatic tire maintained at 170 kPa (25 psi) air pressure unless otherwise specified by the manufacturer.

(d) Recorders (computerized required).

1. A high resolution printer capable of printing the profile trace to the specified scale and automatic positioning and marking of the specified "blanking band" and "must grind" bumps. It shall also be capable of printing station numbers, distances, and comments entered by the operator via keypad while measuring the profiles.
2. It shall also calculate the profile index in mm per km (in. per mi) per each 0.1 km (0.1 mi) section without hand calculations or data reduction.
3. A display screen for instant visual observation of the road profile and "must grind" areas while measurements are being taken.
4. The horizontal chart scale shall be 25 mm (1 in.) equals 7.6 m (25 ft) and the vertical scale shall be 25 mm (1 in.) equals 25 mm (1 in.). The recorder shall have an adjustment feature to calibrate the scales to these parameters. Calibrate the profilograph before usage to be accurate within 0.1 m in 100 m (0.5 ft in 500 ft) longitudinally.
5. Battery backed up memory shall retain control parameters when the system is powered down.
6. Capable of accurate operation in ambient temperatures from 7 °C to 49 °C (45 °F to 120 °F).

Alternative equipment may be allowed when, as determined by the Engineer, such equipment produces profile traces comparable to that obtained by the Californaia type profilograph. Provide 2 km (1 mi.) of side by side profile results for comparison. Do not use alternative euqipment until given approval.

402.03.04 Spreading and Finishing. Place bituminous plantmix surface in courses not exceeding 75 mm (3 in.) in compacted thickness. Place more than one course in approximately equal thicknesses.

Spread bituminous plantmix surface having a width of 2.4 m (8 ft) or more, as specified in Subsection 401.03.10. When the areas are less than 2.4 m (8 ft) in width the material may be deposited and spread by other mechanical means that will provide a uniform smoothness and texture.

402.03.05 Surface Tolerances. Produce completed surfacing which is smooth and free from ruts, humps, depressions, or irregularities. Eliminate any ridges, indentations, or other objectionable marks left in the surface by rolling or other means. Discontinue use of any equipment that leaves ridges, indentations, or other objectionable marks in the bituminous surface, or does not consistently produce a surface meeting the profile index requirements.

After final rolling, measure the smoothness of the final dense-graded surface course by the following methods:

(a) Straightedge Measurement. The Engineer will perform this measurement. When a straightedge 3.6 m (12 ft) long is laid on the finished surface and parallel with the centerline of the highway, the surface shall not vary more than 6 mm ($^1/_4$ in.) from the lower edge of the straightedge. When a straightedge 3.6 m (12 ft) long is laid on the finished surface and at right angles with the centerline, the surface shall not vary more than 6 mm ($^1/_4$ in.) from the lower edge of the straightedge.

Correct defective areas by approved methods.

(b) Profilograph Measurement. Measure profiles within each traffic lane at 1 m (3 ft) from and parallel to the right traffic lane line. Perform the profilograph measurement in the direction of traffic. Measure profiles for the entire length of each traffic lane within 48 hours after each day's placement of plantmix bituminous mixture. Mark the pavement surface with paint at least every 0.2 km (0.2 mi). Mark excessive high points, as defined below, with paint during the initial run of the profilograph.

Do not measure pavement on horizontal curves having centerline radius less than 300 m (1,000 ft). Do not measure pavement within 10 m (30 ft) of a concrete bridge deck (including approach slabs) unless the bridge deck also is to be overlayed with plantmix bituminous surface.

Operate the California type profilograph at a speed of 5 km/h (3 mph) or less. Towing the profilograph while measuring profiles may be allowed if given approval. Do not ride on the California type profilograph.

Complete initial runs of the profilograph before opening the new pavement to public traffic whenever practical. Only flagging costs for traffic control required for the initial running of the profilograph will be paid for according to Section 624.

Submit the profile graphs immediately thereafter for evaluation. Label profile graphs as directed. A profile index will be calculated for each 0.1 km (0.1 mi) of traffic lane measured according to Test Method No. Nev. T446.

The pavement smoothness type (Type A, B, or C) will be specified in the Special Provisions. The maximum allowable profile index for each km (mi) section and 0.1 km (0.1 mi) section for the specified pavement type shall be as follows:

	PROFILE INDEX	
Pavement Smoothness Type	**mm/km (in./mi)**	**mm/0.1 km (in./0.1 mi)**
Type A	80 (5)	8 (0.5)
Type B	110 (7)	11 (0.7)
Type C	160 (10)	16 (1.0)

Pavement on horizontal curves having a centerline radius of 300 m (1,000 ft) or more, but less than 600 m (2,000 ft), and within the superelevation transition of such curves will be evaluated as pavement smoothness Type C.

Grind areas exceeding the profile index requirements and areas representing high points on the profiles having deviations in excess of 7.5 mm (0.3 in.) as measured according to Test Method No. Nev. T446. Remeasure ground areas for conformance with the profile index and for no high points in excess of 7.5 mm (0.3 in).

Perform additional grinding as necessary to extend the ground area laterally to the nearest lane line or edge of pavement and longitudinally to lines normal to the pavement centerline.

Correct deviations in excess of 7.5 mm (0.3 in.) that cannot be brought into specified surface tolerances by abrasive grinding, by either removal and replacement, or placing an overlay of hot mix asphalt. Obtain approval of the exact method of correction.

Apply seal coat to ground areas after the surface tolerance specifications have been met. The seal coat shall be Emulsified Asphalt, Type SS-1h (Diluted) applied as directed.

The grinding machine for correcting pavement exceeding the profile requirements shall be power driven, self-propelled and specifically designed to remove, profile, smooth, and texture hot mix asphalt. Use grinding machine with a wheel base of not less than 3.6 m (12 ft), equipped with a rotating powered mandrel drum studded with diamond blades with a cutting head not less than 0.9 m (3 ft) wide. Equip the grinding machine with an effective means for controlling dust and other particulate matter.

Do not cause strain or damage to the underlying surface of the pavement with the grinding machine. Do not use grinding and texturing equipment that causes ravels, aggregate fractures, spalls, or disturbance of joints.

Perform grinding in a longitudinal direction. Satisfactorily grind to produce a uniform textured surface over the surface areas designated for grinding.

The surface of the ground pavement shall have parallel corduroy-type texture consisting of grooves between 2.3 mm (0.09 in.) and 3.3 mm (0.13 in.) wide. The peaks of the ridges shall be approximately 1.5 mm ($^1/_{16}$ in.) higher than the bottom of the grooves with approximately 170 to 190 evenly spaced grooves per meter (52 to 57 grooves per foot).

Pick up and dispose of grinding materials, including water used for the grinding operation, outside the right of way according to Subsection 107.14.

402.03.06 Compaction. Perform compaction according to one of the following methods of compaction. The required method of compaction will be specified in the Special Provisions.

(a) Standard Rolling Pattern (Method A). Use rollers conforming to Subsection 401.03.04.

Perform initial or breakdown rolling with 2 complete coverages of the mat with a steel wheel roller.

Follow the initial rolling by intermediate rolling with a minimum of 3 complete coverages with a pneumatic-tired roller.

A complete coverage is defined as a roller pass forward and back within a given area.

Perform finish rolling with a 2 axle tandem steel wheel roller.

Modify rolling pattern as directed.

(b) Test Section (Method B). Use rollers conforming to Subsection 402.03.02.

Compaction of the bituminous mixture will be evaluated by means of test sections as hereinafter described.

Each lift of each course of bituminous material will be divided into "Test Sections." Each test section shall have an area not to exceed 5,500 m^2 (6,600 yd^2). After 2 days of production the test section size may be increased to a maximum of 11,000 m^2 (13,000 yd^2), if specified densities are being obtained. If any test section fails the density requirements, the 5,500 m^2 (6,600 yd^2) maximum shall again be used.

1. Compaction Requirements of Test Sections. The density of each test section will be evaluated based on the results of 5 nuclear tests taken at randomly selected locations within the sections as described in Test Method No. Nev. T335. The mean density of the 5 nuclear tests shall not be below 92% nor above 96% (with no single test below 90% nor above 97%) of the "Target" density achieved in the Department's Field Laboratory using Test Method No. Nev. T324.

Upon completion of the first test section and after the material has cooled sufficiently, drill a core from each of the 5 locations where the nuclear tests were taken. The density of these cores will be determined by Test Method No. Nev. T336. The average of these 5 core densities will be correlated to the average of the 5 nuclear densities as per Test Method No. Nev. T335. Once this correlation procedure has been completed, the nuclear testing device (described in Test Method No. Nev. T335) will be used to determine densities of subsequent test sections.

If the correlation between the nuclear device and the cores has changed, the correlation procedure may be repeated.

On the first day of plantmix bituminous placement, drill cores of the placed material and allow the Department sufficient time to properly correlate their results with those of the Nuclear Testing Device.

If the mean density of the test section or any individual test density falls below the foregoing requirements, remove failing section and take action to correct procedures. Limit paving operations to 4 hours per day until suitable procedures indicate that the density specification is being obtained.

If procedures are no longer achieving acceptable results, a change in the compaction equipment and/or methods may be requested.

2. Compaction Requirements For Small Sized Areas. In cases where the test section size cannot be as specified above, the compaction will be accepted on the basis of a single test for every 1,000 m^2 (1,000 yd^2) of area or fraction thereof. The individual test density shall be at least 90% of the target density.

(c) Control Strip (Method C). Use rollers conforming to Subsection 402.03.02.

Each lift of each course of bituminous material will be divided into "Control Strips" and "Test Sections." Each control strip shall have an area of at least 350 m^2 (400 yd^2), and shall be of the same depth to be used in the test sections. Each test section shall have an area not to exceed 5,500 m^2 (6,600 yd^2). After two days of production the test section size may be increased to a maximum of 11,000 m^2 (13,000 yd^2), if specified densities are being obtained. If any test section fails the density requirements, the 5,500 m^2 (6,600 yd^2) maximum shall again be used.

1. Construction of Control Strips. Construct control strips using the same procedures and on the same base material to be used in the construction of the remainder of the work. Use the same type, mass, and sequence of rollers on the control strips as will be used to compact the test sections.

Construct one control strip at the beginning of work on each lift of each roadway course. Construct an additional control strip when a change is made in the type or source of material or whenever a significant change

occurs in the composition of the material (including any significant change in mix design such as asphalt content, gradation, void content, etc.). A new control strip may be required when 10 test sections have been constructed without establishment of a new control strip.

Compact the control strip. Continue rolling until no appreciable increase in density is obtained by additional roller coverages.

Upon completion of the rolling, the mean density of the control strip will be determined by taking 10 tests at randomly selected locations within the control strip area as described in Test Method No. Nev. T750. Compaction of successive test sections shall be governed by the mean density obtained in the control strip.

Approved control strips are to remain in place and become a section of the completed roadway. Control strips shall be subject to the same surface tolerance requirements as the remainder of the work.

2. Compaction Requirements of Test Sections. The density of each test section will be evaluated based on the results of 5 tests, performed at randomly selected locations within the test section as described in Test Method No. Nev. T750. The mean density obtained for the 5 tests shall be at least 98% of the mean density obtained in the approved control strip. Each individual test value obtained shall be at least 95% of the mean density obtained in the approved control strip.

If the mean density of a test section does not conform to the 98% requirement continue the compactive effort on the entire test section until the required mean density is obtained. If an individual test value does not conform to the 95% requirement, continue the compactive effort on the area represented by that test until the required density is obtained.

3. Compaction Requirements for Small Sized Areas. In cases where the test section size cannot be as specified above, the compaction will be accepted on the basis of a single test for every 1,000 m^2 (1,000 yd^2) of area or fraction thereof. The individual test density shall be at least 95% of the mean density of the approved control strip.

METHOD OF MEASUREMENT

402.04.01 Measurement. Plantmix bituminous surface aggregate, bituminous material, mineral filler, plantmixing miscellaneous areas, and shoulder dikes will be measured as specified in Subsection 401.04.01.

BASIS OF PAYMENT

402.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Plantmix Bituminous Surface Aggregate (type)	Metric Ton (Ton)
Asphalt Cement (grade)	Metric Ton (Ton)
Liquid Asphalt (grade)	Metric Ton (Ton)
Plantmixing Miscellaneous Areas	Square Meter (Square Yard)
Plantmix Bituminous Shoulder Dikes	Linear Meter (Linear Foot)

SECTION 403

PLANTMIX BITUMINOUS OPEN–GRADED SURFACE

DESCRIPTION

403.01.01 General. This work consists of placing plantmix bituminous open-graded surface.

This work also consists of constructing milled rumble strips in the plantmix bituminous open-graded surface.

MATERIALS

403.02.01 General. Material shall conform to the following Subsections:

General .....Subsection 401.02.01
Composition of Mixtures .....Subsection 401.02.02

CONSTRUCTION

403.03.01 General. The construction requirements shall conform to Subsections 401.03.01 through 401.03.13, inclusive, with the exceptions contained in the following Subsections.

403.03.02 Rollers. Operate with each paver a breakdown and finish roller as specified in Subsection 401.03.04.

403.03.03 Joints. Construct longitudinal joints only on the shoulders, or at the edge of travel lanes.

403.03.04 Surface Tolerances. Produce completed surfacing which meets the requirements of Subsection 402.03.05 with the following additions and exceptions to the profilograph measurement. The pavement smoothness type (Type A, B, or C) will be specified in the Special Provisions.

Furnish a profilograph meeting the requirements of Subsection 402.03.03 and operate the profilograph as specified in Subsection 402.03.05, at the time and date ordered. Painted marks on the open-graded surface, as specified in Subsection 402.03.05, shall not exceed 20 cm^2 (4 $in.^2$) unless otherwise directed.

Include 10 m (30 ft) of the existing pavement on each end of the project in the profile determination. Make construction joints with the existing pavement meet the requirements of this Subsection.

Repair or remove and replace all areas exceeding the profile index requirements and areas representing high points on the profiles having deviations in excess of 10 mm (0.4 in.) as measured according to Test Method No. Nev. T446. Remeasure repaired or replaced areas for conformance with the profile index and for no high points in excess of 10 mm (0.4 in.).

High points in excess of 10 mm (0.4 in.) may be allowed to remain in place, if requested and approved. Liquidated damages of $500.00 will be assessed for each such high point that is allowed to remain in place.

Grinding may be utilized for repair to the open-graded surface when approved. Limit grind areas to 7.6 m (25 ft) in length. The grinder and grinding operation shall conform to Subsection 402.03.05.

403.03.05 Spreading and Finishing. Place the material in a windrow in front of the spreading and finishing machine when using polymer modified bituminous material.

403.03.06 Preparation of Aggregates. Before the introduction of mineral filler, add sufficient moisture to bring the aggregates to a moisture content where enough free surface moisture is available to thoroughly wet the aggregate and activate the lime. The actual amount of moisture required shall be as approved.

403.03.07 Milled Rumble Strips. Mill the rumble strips to the dimensions shown in the plans. Use a milling machine that produces a reasonably smooth cut surface with 2 mm (0.08 in.) maximum differentials between peaks and valleys.

The alignment of the edge of the milled pattern will be randomly checked. Locate the inside edge of rumble

strips 100 mm (4 in.) ±50 mm (2 in.) from the edge of shoulder striping. Re-cut any rumble strip which is misaligned.

Some of the shoulders designated for receiving the rumble strips may have widths of approximately 1.2 m (4 ft) from the shoulder stripe to a vertical obstruction of concrete barrier rail or guardrail. There will be no additional compensation for any additional special milling machine necessary to install rumble strips at these locations.

Demonstrate on an initial 150 m (500 ft) test section that the equipment and method will provide the desired milled rumble strip and surface inside each depression without tearing or snagging the asphalt pavement. If the desired results are not being provided, provide new equipment, new method, or make necessary adjustments to provide the desired results. If the initial 150 m (500 ft) test section is unacceptable, repair the surface as directed, make necessary adjustments and retest.

Use a power broom or sweeper/vacuum to remove waste material resulting from the operation each day. The milled waste material may also be broomed and uniformly spread on the roadway side slopes at the end of each day's operations.

Apply a seal coat to the milled rumble strips according to Section 405. Apply the seal coat in two equal applications. Apply each application in opposite directions. Protect any adjacent permanent striping from the seal coat spray. Replace any permanent striping contaminated by the seal coat or damaged by the milling or brooming operations.

403.03.08 Compaction. Perform compactive rolling with a minimum of 2 complete coverages of the mat, by each roller, or as directed. A complete coverage is defined as a roller pass forward and back within a given area.

METHOD OF MEASUREMENT

403.04.01 Measurement. Plantmix bituminous open-graded surface aggregate, and asphalt cement will be measured as specified in Subsection 401.04.01.

Mineral filler will be measured and paid for according to Section 401.

Milled rumble strips will be measured by the kilometer (mile) longitudinally along each milled shoulder.

Seal coat applied to milled rumble strips will be measured and paid for according to Section 405.

BASIS OF PAYMENT

403.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Plantmix Bituminous Open-Graded Surface Aggregate [*-mm (in.)]	Metric Ton (Ton)
Asphalt Cement (type)	Metric Ton (Ton)
Milled Rumble Strips	Kilometer (Mile)

* Aggregate size in Subsection 705.03.02, and as indicated in the estimate and proposal.

SECTION 404

COLD RECYCLED BITUMINOUS SURFACE AND PREMIXED BITUMINOUS PAVING MATERIAL

DESCRIPTION

404.01.01 General. This work consists of preparing and placing recycled bituminous surface.

This work also consists of furnishing, stockpiling, loading, hauling and placing premixed bituminous paving material.

MATERIALS

404.02.01 Composition of Cold Recycled Mixtures. Compose the recycled bituminous mixture of reclaimed asphalt pavement, a recycling agent and lime slurry, as specified.

(a) Gradation. Produce cold milled bituminous surface material, to be used in the recycling process, conforming to the following gradation requirements:

Sieve	% by Mass Passing Sieve
37.5 mm (1.5 in.)	100

Separate any cold milled bituminous material larger than 37.5 mm (1.5 in.) by screening or other means, break down by mechanical means to pass a 37.5 mm (1.5 in.) sieve and uniformly incorporate into the recycled mixture.

(b) Recycled Material. The recycled asphalt mixture shall consist of milled material from the existing pavement, recycling agent, and lime slurry combined in the proportions specified herein, or as directed.

(c) Recycling Agent. Add recycling agent to the cold milled material at an estimated rate of 1.5% by mass of the milled material for the full length and width of the roadway, as shown in the plans. The actual application rate will be established in the field. Adjust the recycling agent application rate, with concurrence from the Engineer, as pavement conditions change. The request to adjust the application rate should be based on the opinion of a knowledgeable and experienced individual who works for the Contractor. If raveling or rutting of the cold recycled material occurs before the overlay is placed, take corrective measures and repair the cold recycled surface at own expense.

The Department reserves the right to increase the application rate of recycling agent. In this case, the Department will accept any potential risk associated with the performance of the recycle mat caused by increasing the recycling agent.

The type and grade of recycling agent will be specified in the contract. The recycling agent shall meet the applicable requirements of Section 703. For field test acceptance, refer to Subsection 408.02.02. Submit samples of the recycling agent for approval at least 14 days before commencing recycle operations.

Add recycling agent to the cold milled material and mix to a homogeneous and uniformly coated mixture. Mix recycling agent in accordance with the temperature requirements of Subsection 406.03.04.

(d) Additives. Introduce hydrated lime slurry into the cold milled material. Produce the hydrated lime slurry at the job site and introduce as specified below.

Prepare lime slurry containing 1.5% calcium oxide (quicklime) by mass of the milled material conforming to the quicklime specification in ASTM C 977.

Use water in the slaking operation containing no more than 500 ppm of a combination of sulfite, sulfate, or bisulfate ions. Submit a 1 L (1 quart) sample of the water to be used a minimum of 10 days before the start of cold recycling operations.

Submit batch logs and solids content information for each batch.

404.02.02 Composition of Premixed Bituminous Paving Material. Compose the premixed bituminous paving material of aggregates, bituminous material and mineral filler.

The type and grade of bituminous material and type of aggregate will be specified in the contract.

Submit samples of the aggregate and liquid asphalt for the mix design according to Subsection 401.02.02.

Aggregates shall meet the requirements of Section 705, for the grading size and type specified. Bituminous material shall meet the applicable requirements of Section 703. Mineral filler shall conform to Subsection 705.03.03.

Mix the aggregate, bituminous material and mineral filler in proportions conforming to the mix design and according to the (a) Plantmixing Method of Subsection 404.03.06.

CONSTRUCTION

404.03.01 Cold Recycle Equipment.

(a) Lime Slurry Plant. Use equipment specifically designed for production of lime slurries.

1. Lime Metering. Introduce the lime slurry at the mill head, as directed, by mass of the cold milled material. Calculate the mass of the cold milled material by kg/m^3 (lb/ft^3) for volume of cut. Use a metering device to accurately measure the amount of lime slurry required to within plus or minus 5%. Lime slurry rate of application must be tied to the forward speed of the milling machine.

2. Lime Feed Tank. Use agitators or similar equipment to keep the hydrated lime slurry in suspension when held in the lime slurry feed tank.

   Keep the hydrated lime slurry in suspension during transport using similar agitator equipment.

(b) Recycling Train. The recycling train shall consist of the following major components:

1. Cold Milling Machine. Provide a milling machine which meets the requirements of Subsection 202.03.03. Perform the cold milling operation in a manner that ensures the underlying material is not damaged. The primary milling machine must have a minimum 3.6 m (12 ft) cutter capable of removing the existing pavement to the depths shown in the plans. A smaller milling machine may be used to mill the shoulders and miscellaneous areas. Provide a primary milling machine capable of discharging lime slurry on the cutting heads.

   The use of a heating device to soften the pavement will not be permitted.

2. Crusher. Use a portable crusher capable of reducing the oversize recycled materials to the specified size.

3. Pugmill Mixer. Equip a portable continuous pugmill mixing plant with a belt scale and automatic controls to obtain the proper amount of recycling agent. Provide a pugmill which meets the requirements of Subsection 401.03.01.

Equip the recycling train with positive displacement pumps and a computerized metering system which can accurately meter the amount of recycling agent. Provide an interlocked computerized belt weighing system that measures the quantity of recycled material entering the mixing plant. Design the interlock so that recycling agent cannot be added until the recycled material enters the mixer. Equip overrides of the interlock system with short duration timers to prevent their continuous use. Use overrides only during start-up periods.

Equip the plant with facilities in a similar manner as required in Section 401 to verify and calibrate the aggregate weight system, the lime slurry metering device, and the recycling agent metering device. Calibrate the aggregate weight system, recycling agent metering device and lime slurry metering device to meet the requirements of Subsection 401.03.01 and 401.03.08.

Have readouts for the belt weighing device and computerized metering system that indicate the quantity in metric tons (tons) of recycled material and recycling agent being fed into the mixer at any given time. Provide totalizer readouts to allow determination of accumulative quantities of each constituent.

404.03.02 Pavers. Use a paver meeting the requirements of Subsection 401.03.03 and with a minimum power of 127 kW (170 hp) to place cold recycled mixtures to establish grade and cross slope.

404.03.03 Rollers. Provide a minimum of two pneumatic-tired rollers weighing at least 22.7 metric tons (25 tons) each and one double drum vibratory steel-wheeled roller weighing at least 9.1 metric tons (10 tons).

Establish a 300 m (1,000 ft) test section to determine the optimum compaction. Use a combination of steel wheeled, under static or vibratory mode, and pneumatic rollers to establish what combination will provide maximum compaction without cracking the recycle mat.

404.03.04 Weather Limitations. Do not begin in-place recycling until the pavement surface temperature is 16 °C (60 °F) and rising, or if it is anticipated the atmospheric temperature will drop below 2 °C (35 °F) within 48 hours of mixing, or during stormy weather. Consider weather stormy when the rate of precipitation exceeds the rate of evaporation.

Stop recycling operations a minimum of 3 hours before sunset to allow completion of initial compaction while surface temperature is 16 °C (60 °F) or above.

If it rains on the recycled surface during the overlay operation, suspend the paving operation. The Engineer will take 3 randomly selected samples from the recycled surface to be overlaid a minimum of 2 hours after it rains. If the average moisture content as determined by Test Method No. Nev. T112 of the samples is 1% or less, proceed with paving. If the average moisture content is greater than 1%, delay paving for a minimum of 72 hours or until the average moisture content from 3 more samples is 1% or less.

404.03.05 Preparation of Existing Surface. If areas with unacceptable subgrade are encountered during the recycling operations, repair those designated areas within 72 hours. Should this restriction be exceeded, work will be immediately suspended. Should suspension occur, repair the unacceptable subgrade areas before any other operations may continue. Working days will continue to be assessed during the suspension period. If the designated unacceptable subgrade areas are not repaired within 72 hours and the limits of the unacceptable subgrade areas increase, make corrections to the additional unacceptable subgrade areas at no cost to the Department.

Repair the unacceptable subgrade areas by excavating to a 350 mm (14 in.) depth and placing a structural section of 300 mm (12 in.) of Type 1 Class B Aggregate Base and 50 mm (2 in.) of dense graded plantmix bituminous surfacing. If dense graded plantmix is not available, place 50 mm (2 in.) of premixed bituminous surfacing as a temporary patch until dense graded plantmix becomes available. When dense graded plantmix becomes available, remove and replace the premixed bituminous surfacing. The placement and removal of any premixed bituminous paving material for temporary patches will not be paid for.

404.03.06 Mixing.

(a) Plantmixing Method. Mix the aggregate with the liquid asphalt at a central mixing plant according to Subsection 401.03.01. If the moisture content of the aggregate is 2% or less by mass of the dry aggregate, as determined by Test Method No. Nev. T112, mixing of the materials without passing the aggregate through a dryer will be permitted.

Add mineral filler according to Subsection 401.03.08, Marination Method.

(b) Recycling Train. Combine the milled material, recycling agent, and lime slurry in the specified quantities or as directed. Continue mixing until the recycling agent and lime slurry have been distributed uniformly.

404.03.07 Spreading, Compacting, and Finishing. Except for unavoidable delay or breakdown, recycle and place recycled pavement, with a paving machine meeting the requirements of Subsection 404.03.02, at a rate sufficient to provide continuous operation of the paving machine. If paving operations result in excessive stopping of the paving machine, suspend recycling and paving operations until the synchronization of the rate of recycle with the capacity of the paving machine can be attained.

Place the recycled mixture on the roadbed in front of the paver in a consistent windrow.

Remove, by hand, and dispose of all visible oversized crack filler in the cold recycled material windrow.

Use windrow equipment capable of removing and loading all of the recycled mixture into the spreading and finishing machine.

Lay the recycled mixture on the surface, spread and strike off to established grade and elevation.

After the cold recycled mixture has been spread and surface irregularities have been corrected, delay breakdown rolling for 1 to 2 hours. Thoroughly and uniformly compact the recycled mixture to the required density without undue displacement or cracking. The recycled surface will be visually inspected for approval.

Apply an emulsified asphalt (diluted 50/50 by mass with water) fog seal to the recycled mixture. Following the fog seal, apply a sand blotter.

Do not turn hauling equipment in areas where such turning may result in tearing, gouging, or distortion of the previously laid pad of recycled material. Immediately repair any damage at no cost to the Department.

After initial compaction, and before recompaction, open the recycled mixture to public traffic and allow the mixture to cure a minimum of 10 days before overlaying. Perform recompaction between 3 and 15 days after initial compaction or as directed. Do not perform rolling when the surface temperature is below 32 °C (90 °F).

Recompact the entire recycled pavement area with at least one steel wheeled roller weighing at least 9.1 metric tons (10 tons), in the static mode, and one pneumatic roller weighing at least 22.7 metric tons (25 tons).

Compaction of the recycled pavement will be evaluated in accordance with Subsection 402.03.06, (c) Control Strip (Method C).

If procedures are no longer achieving acceptable results, a change in the compaction equipment and/or methods will be required.

Correct any displacement of the mat, regardless of thickness, occurring as a result of the reversing of the direction of a roller, or from other causes. Moisten steel roller wheels with water to the least extent necessary to prevent pickup.

When the rolling causes undue tearing, displacement, cracking or shoving, make changes in compaction equipment and/or rolling procedures to alleviate the problem.

Construct joints in accordance with the requirements of Subsection 401.03.12. Keep the longitudinal joints free of loose material. Overlap the cold milled longitudinal joints a minimum of 100 mm (4 in.) when making adjacent recycling passes.

404.03.08 Surface Tolerances. The top surface of the completed recycled pavement will be tested with a 3.6 m (12 ft) straightedge parallel to, and perpendicular to, the centerline and shall not vary by more than 6 mm ($^1/_4$ in.) from the lower edge of the straightedge.

404.03.09 Conditions of Acceptance and Corrective Actions for Cold Recycle Mixture. Acceptance for payment of the cold recycle will be by visual inspection of the mixture on the roadway following initial rolling and recompaction requirements. Correct any mixture not uniformly mixed or that ravels as follows:

(a) Reprocess or replace any area showing an excess or a deficiency of emulsified asphalt.

(b) If raveling occurs, immediately provide traffic control and additional rolling. Repair the recycled surface before proceeding with any other work.

Reprocess or repair by approved methods, at own expense. Repair any damage before overlaying.

When tests show the recycled surface is not within the specified tolerance, take immediate action to correct equipment or procedures in the paving operation to eliminate the unacceptable pavement roughness.

Remove all cold patches larger than 2 m^2 (20 ft^2) and replace with hot mix prior to dense graded overlay.

404.03.10 Premixed Bituminous Paving Material. Clear the stockpile area of all brush, rubbish and deleterious matter.

The premixed bituminous paving material is to be stockpiled at an exact location and in a manner as directed before the start of any cold recycling, roadbed modification, crack and seating or any other operation that may require the use of the premixed bituminous paving material to repair the surface.

Place the premixed bituminous paving material, when directed, for making necessary repairs to the roadway surface.

METHOD OF MEASUREMENT

404.04.01 Measurement. Recycled Bituminous Surface (depth) will be measured by the square meter (square yard). No measurement will be made for overlap at longitudinal joints.

Lime (Cold Recycle) will be measured by the dry metric ton (ton).

Bituminous material will be measured by the metric ton (ton).

Emulsified asphalt (diluted) will be measured by the metric ton (ton) of diluted mixture.

Sand blotter will be measured and paid for according to Section 407.

Premixed bituminous paving material will be measured by the metric ton (ton) or cubic meter (cubic yard) of completed mixture of aggregate, mineral filler, and bituminous material in stockpile.

Haul and place premixed bituminous paving material will be measured by the metric ton (ton), square meter (square yard) or cubic meter (cubic yard), of the completed mixture acceptably placed and compacted on the roadbed.

When haul and place premixed bituminous paving material is to be measured by the force account basis, measurement will be made according to Subsection 109.03.

BASIS OF PAYMENT

404.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Recycled Bituminous Surface (depth)	Square Meter (Square Yard)
Lime (Cold Recycle)	Metric Ton (Ton)
Emulsified Asphalt (type)	Metric Ton (Ton)
Premixed Bituminous Paving Material	Metric Ton (Ton), Cubic Meter (Cubic Yard)
Haul and Place Premixed Bituminous Paving Material	Metric Ton (Ton), Square Meter (Square Yard), Cubic Meter (Cubic Yard), Force Account
Liquid Asphalt (grade)	Metric Ton (Ton)

SECTION 405

TACK COAT

DESCRIPTION

405.01.01 General. This work consists of applying an emulsified asphalt tack coat.

MATERIALS

405.02.01 Bituminous Material. Emulsified asphalt for the tack coat shall be Emulsified Asphalt, Type SS-1h (Diluted); however, Emulsified Asphalt, Type SS-1 (Diluted), Emulsified Asphalt, Type CSS-1 (Diluted) or Emulsified Asphalt, Type CSS-1h (Diluted) may be substituted. Regardless of the option chosen, emulsified asphalt will be measured and paid for under the bid item and at the contract unit price bid per metric ton (ton) for Emulsified Asphalt, Type SS-1h (Diluted) and no further compensation shall be allowed therefore.

Emulsified asphalt shall meet the applicable requirements of Section 703. The bituminous material may be conditionally accepted at the source.

Emulsified asphalt (diluted) shall be a mixture of emulsified asphalt and water. Add water in the quantity of 40% of the emulsified asphalt by mass. To accomplish this mixing, fill the distributor partly with water, and then add the emulsified asphalt. Spray the remaining required water into the tank under pressure and then thoroughly circulate within the distributor.

CONSTRUCTION

405.03.01 Equipment. Equipment for heating and applying the emulsified asphalt shall meet the following requirements:

(a) Capable of heating asphalt evenly.

(b) Power unit for the pump, and full circulation spray bar adjustable to 4.3 m (14 ft) wide.

(c) Positive controls including tachometer, pressure gages, volume measuring device, and calibrated tank, to uniformly apply asphalt within 0.10 L/m^2 (0.02 gal/yd^2) of the required rate.

(d) Thermometer for measuring temperatures in the tank.

405.03.02 Weather Limitations. Do not apply emulsified asphalt when the surface to be treated is damp, wet, when weather conditions are unsuitable, or when the atmospheric temperature or aggregate temperature is below 4 °C (40 °F).

405.03.03 Preparation of Surface. Patch and clean the surface and remove any irregularities from the surface. Clean the edges of existing pavements which are to be adjacent to new pavement.

See Subsections 104.04 and 105.14.

405.03.04 Application of Bituminous Materials. Uniformly apply the emulsified asphalt to the surface, including any adjacent vertical edges. Apply emulsified asphalt tack coat between all paving courses unless otherwise directed. Do not apply more tack than can be covered in the same shift. The temperature of the emulsified asphalt shall conform to Subsection 406.03.04.

Apply the emulsified asphalt in such manner as to offer the least inconvenience to traffic and to permit one way traffic without pickup or tracking of the bituminous material. Place the covering course over tack that is clean, free of tracking and adequately set.

METHOD OF MEASUREMENT

405.04.01 Measurement. Emulsified asphalt will be measured by the metric ton (ton).

Emulsified asphalt (diluted) will be measured by the metric ton (ton) of diluted mixture.

BASIS OF PAYMENT

405.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay item listed below that is shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Emulsified Asphalt (type)	Metric Ton (Ton)

SECTION 406

PRIME COAT

DESCRIPTION

406.01.01 General. This work consists of applying a bituminous material prime coat and sand blotter as required.

MATERIALS

406.02.01 Bituminous Material. The type and grade of bituminous material will be specified in the contract.

The bituminous material shall meet the applicable requirements of Section 703.

406.02.02 Sand Blotter. Sand blotter shall meet the requirements of Subsection 705.03.05. The material may be accepted in stockpile at the source.

CONSTRUCTION

406.03.01 Equipment. Equipment for heating and applying the bituminous material shall meet the requirements of Subsection 405.03.01.

406.03.02 Weather Limitations. Do not apply bituminous material on a wet surface, when the atmospheric temperature is below 10 °C (50 °F), or when weather conditions would prevent the proper construction of the prime coat.

406.03.03 Preparation of Surface. The surface shall conform to the established lines and grades, and be smooth and uniform. Compact surface to the required density. If required, recompact to the required density. If required, apply water immediately before the bituminous application.

406.03.04 Application of Bituminous Material. Uniformly apply the bituminous material in a continuous spread. Treat not more than half of the width of the section when traffic is maintained. Carefully apply bituminous material at the junctions of spreads so that it is not in excess of the specified amount. Squeegee excess bituminous material from the surface. Correct skipped or deficient areas.

One way traffic may be permitted on the untreated portion of the roadbed. Transfer traffic to the treated portion when the bituminous material has been absorbed by the surface and will not pick up.

When emulsified asphalts are specified for use, apply in two applications. Apply the second application after the first application has set. Do not place plantmix bituminous courses until the prime coat has set.

The temperature of the bituminous materials shall conform to the requirements of the following Table I:

TABLE I

SPRAYING AND MIXING TEMPERATURES OF LIQUID ASPHALTS AND EMULSIFIED ASPHALTS

Grade and Type MC and SC	Distributor Spraying Temp. °C (°F)		*Pugmill Mixing Temp. °C (°F) of Liquid Asphalts and Aggregates	
	Minimum	Maximum	Minimum	Maximum
70	49 (120)	82 (180)	35 (95)	60 (140)
250	74 (165)	104 (220)	57 (135)	79 (175)
800	93 (200)	124 (255)	74 (165)	96 (205)
3000	113 (235)	143 (290)	93 (200)	116 (240)

Grade of Emulsified Asphalt	Distributor Spraying Temp. °C (°F)		*Pugmill Mixing Temp. °C (°F) of Emulsion and Aggregates	
	Minimum	Maximum	Minimum	Maximum
RS-1	24 (75)	54 (130)	(Not used for Mixing)	
RS-2, CRS-2, CRS-2nv	43 (110)	71 (160)	(Not used for Mixing)	
CRS-1, CRS-1nv	43 (110)	71 (160)	(Not used for Mixing)	
SS-1, CSS-1	24 (75)	54 (130)	10 (50)	54 (130)
SS-1h, CSS-1h	24 (75)	54 (130)	10 (50)	54 (130)
CMS-2s	38 (100)	71 (160)	16 (60)	60 (140)
LMRS-2, LMRS-2h	43 (110)	71 (160)	(Not used for Mixing)	
LMCRS-2, LMCRS-2h	43 (110)	71 (160)	(Not used for Mixing)	

*The maximum spraying temperature may be used if the aggregate is not heated.

406.03.05 Application of Blotter Material. When necessary for traffic, spread blotter material in the amounts required to absorb any excess bituminous material.

METHOD OF MEASUREMENT

406.04.01 Measurement. Bituminous material will be measured by the metric ton (ton).

Sand blotter will be measured by the metric ton (ton) or cubic meter (cubic yard).

BASIS OF PAYMENT

406.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

When sand blotter is not included in the proposal and it is needed to protect the work or public traffic, payment will be made according to Subsection 104.03.

Payment will be made under:

Pay Item	Pay Unit
Liquid Asphalt (type)	Metric Ton (Ton)
Emulsified Asphalt (type)	Metric Ton (Ton)
Sand Blotter	Metric Ton (Ton), Cubic Meter (Cubic Yard)

SECTION 407

SEAL COAT

DESCRIPTION

407.01.01 General. This work consists of applying a bituminous material seal coat and sand blotter as required.

MATERIALS

407.02.01 Bituminous Material. The type and grade of bituminous material will be specified in the contract.

The bituminous material shall meet the applicable requirements of Section 703. The bituminous material may be conditionally accepted at the source.

407.02.02 Sand Blotter. Sand blotter shall meet the requirements of Subsection 705.03.05. The material may be accepted in stockpile at the source.

CONSTRUCTION

407.03.01 Equipment. Equipment for heating and applying the bituminous material shall meet the requirements of Subsection 405.03.01.

407.03.02 Weather Limitations. Do not apply bituminous material on a wet surface, or when atmospheric temperature is below 10 °C (50 °F), or when weather conditions would prevent the proper construction of the seal coat.

407.03.03 Preparation of Surface. Clean the entire width of surfacing of all dirt and loose material by sweeping with power brooms supplemented by hand brooms if necessary.

407.03.04 Application of Bituminous Material. Uniformly apply the bituminous material in one operation to the entire width of one designated traffic lane at a time.

The temperature of the bituminous material shall conform to Subsection 406.03.04.

Apply the seal coat in such manner as to offer the least inconvenience to traffic and to permit one way traffic without pickup or tracking of the bituminous material.

When a surface treatment is to be applied to the travel lanes, apply the seal coat to the shoulder at least 4 days in advance of the application of the adjacent surface treatment requiring screenings. Apply in such a manner that the joint between the surface treatment and seal coat will present a neat and uniform appearance true to the line shown on the typical cross section.

407.03.05 Application of Blotter Material. When necessary for traffic, spread blotter material in the amounts required to absorb any excess bituminous material.

METHOD OF MEASUREMENT

407.04.01 Measurement. Bituminous material will be measured by the metric ton (ton).

Emulsified asphalt (diluted) will be measured by the metric ton (ton) of diluted mixture.

Sand blotter will be measured by the metric ton (ton) or cubic meter (cubic yard).

BASIS OF PAYMENT

407.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

When sand blotter is not included in the proposal and it is needed to protect the work or public traffic, payment will be made according to Subsection 104.03.

Payment will be made under:

Pay Item	Pay Unit
Liquid Asphalt (type)	Metric Ton (Ton)
Emulsified Asphalt (type)	Metric Ton (Ton)
Sand Blotter	Metric Ton (Ton), Cubic Meter (Cubic Yard)

SECTION 408

SURFACE TREATMENT

DESCRIPTION

408.01.01 General. This work consists of an application of bituminous material and cover of screenings applied on a previously compacted and bonded bituminous surface.

This work also consists of the production and stockpiling of screenings.

MATERIALS

408.02.01 Bituminous Material. The type and grade of bituminous material will be specified in the contract.

Submit emulsified bituminous materials for testing a minimum of 2 weeks before use.

The bituminous material shall meet the applicable requirements of Section 703. The bituminous material may be conditionally accepted at the source.

408.02.02 Field Testing for Acceptance. The Engineer reserves the right to selectively test emulsified bituminous materials for Saybolt Furol Viscosity at the job site or at any other designated area before application. Equip delivery trucks and trailers supplying emulsified bituminous materials with a sampling valve that provides a sample from the approximate mid-point of the load, except as allowed in Note 1 below. Sample valves shall conform to AASHTO T40. All samples are to be provided by the driver and the sampling process is to be observed by the Engineer. Sample bottles will be provided.

When tested for Saybolt Furol Viscosity, the specification limits contained in Subsection 703.03.04 will be used as the basis for using or rejecting the material and the demerit schedule for Saybolt Furol Viscosity will not apply. If the material fails to meet specification limits, a second test will be run on the same sample. If the second test also fails, the material represented by that sample will be rejected and returned to the supplier. No payment will be made for rejected material or for the shipping or handling thereof. Do not blend any rejected material. Samples representing material that is accepted for use on the project will be forwarded to the Department's Materials Division for further testing (excluding Saybolt Furol Viscosity tests) and the regular demerit schedule will apply.

Note 1. Samples may be obtained by the dip method, providing the following conditions are met:

(a) Samples are taken by the driver using a Humboldt Mfg. Co. H-2400 ASTM Oil Sampler or approved equivalent. The sampling is observed by the Engineer.

(b) The supplier or the shipper provides the oil sampler and the driver handles and cleans it. The Department will accept no responsibility for the cleanliness of the sampling device or for the representative nature of the sample.

(c) Provide a separate oil sampler for each delivery truck and trailer that is not equipped with a sampling valve.

Do not clean oil samplers on State property.

408.02.03 Screenings. Screenings shall meet the requirements of Subsection 705.03.04, for the size specified.

Submit screenings for testing a minimum of 2 weeks before use.

CONSTRUCTION

408.03.01 Distributors. The distributor shall meet the requirements of Subsection 405.03.01. Construct longitudinal joints only on the shoulders, or at the edge of travel lanes.

408.03.02 Aggregate Spreader. The aggregate spreader shall be self-propelled and supported by at least

4 wheels equipped with pneumatic tires on 2 axles. Equip the aggregate spreader with positive control so that the required amount of material will be deposited uniformly over the full width of the bituminous material.

On divided highways, operate the aggregate spreader against the flow of traffic in order to allow the hauling trucks to enter and leave with the flow of traffic.

408.03.03 Rollers. On a new surface, operate with each aggregate spreader, two pneumatic-tired rollers and one steel-wheel roller. On an old surface, operate no less than three pneumatic-tired rollers and no steel-wheel rollers. The pneumatic-tired roller shall meet the requirements of Subsection 401.03.04 (b). The steel-wheel roller shall meet the requirements of the Subsection 401.03.04 (a) or (c).

Additional rollers may be required if the aggregate placement rate exceeds the capabilities of the initial rollers.

408.03.04 Weather Limitations. Do not spread bituminous material when weather conditions are unsuitable, when the atmospheric temperature is below 18 °C (65 °F), or the pavement temperature is below 27 °C (80 °F). Do not place screenings if there is a forecast of the atmospheric temperature falling below 2 °C (35 °F) within 24 hours of placement.

408.03.05 Maintaining Traffic. When traffic is maintained, do not apply the surface treatment to more than half the width of the traveled way at a time, and keep the remaining half width free of obstructions and open for use by public traffic at all times.

Do not place traffic on the newly placed bituminous material and screenings until they have sufficiently set and bonded.

When the newly completed surface treatment is open to public traffic, control traffic by use of flaggers and a pilot car for a period of 6 hours or for such time as deemed necessary as follows:

(a) Station a flagger at the beginning of each newly completed section, to stop oncoming traffic preparatory to piloting operations. Keep the flaggers on duty during the entire control period.

(b) Move traffic control as described above, ahead progressively as the newly completed surface is open to traffic.

408.03.06 Preparation of Surface. Place temporary lane line markers according to Section 633 at least 24 hours before applying the screenings. Immediately before applying the bituminous material, thoroughly clean the surface to be treated of all dirt and loose material by sweeping with power brooms supplemented by hand brooms if necessary. Continue the cleaning process until the surfacing is exposed and all dirt and loose material is removed from the entire width of surfacing.

Sweep the centerline and shoulders for the final striping.

408.03.07 Application of Bituminous Material. Uniformly apply bituminous material by means of a pressure distributor in a continuous spread. The temperature of the bituminous material shall conform to Subsection 406.03.04. Use the quantity of bituminous material per square meter (square yard) as directed. If bituminous material penetrates the surface too rapidly, a preliminary application of 0.45 L/m^2 (0.1 gal/yd^2) may be required. Use a strip of building paper at least 0.9 m (3 ft) in width and with a length equal to that of the spray bar of the distributor plus 0.3 m (1 ft), at the beginning of each spread. If the cutoff is not positive, the use of paper may be required at the end of each spread. Remove and dispose of the paper in a satisfactory manner. Move the distributor forward at proper application speed at the time the spray bar is opened. Correct any skipped areas or deficiencies. Carefully make junctions of spreads to assure a smooth riding surface.

Do not apply bituminous material more than 50 m (150 ft) in front of the spreader. Cover immediately with screenings.

Do not spread bituminous material more than 150 mm (6 in.) wider than the width covered by the screenings from the spreading device. Do not allow bituminous material to chill, set up, dry, or otherwise impair retention of the screenings.

Park the distributor, when not spreading, so that bituminous materials will not drip on the surface of the traveled way.

408.03.08 Application of Screenings. Immediately following the application of the bituminous material, spread screenings within 10% of the required rate per square meter (square yard).

In order to avoid building a raised longitudinal joint, when spreading screenings on the first width of bituminous material, do not apply screenings within 150 mm (6 in.) of the edge of the initial pass of bituminous material.

Do not spread bituminous material and screenings over a greater distance than can be rolled and finished within one day's operation.

Provide surface damp screenings at the time of application. Excess water on the aggregate surface will not be permitted.

Do not operate the spreader at speeds which cause the screenings to roll over after striking the bituminous covered surface.

On two lane travel ways, apply bituminous material and screenings to half of a given roadway at a time and in such a manner that every other days operation brings the limits of the surface treatment to a near common point.

Cover the emulsified asphalt applied to the road surface with screenings before setting or breaking occurs.

In order to eliminate hauling over the new surface treatment, begin screening operations at a point furthest from the material source and work toward the material source. Do not turn trucks on the new surface treatment.

After the screenings have been spread, carefully remove any piles, ridges, or uneven distribution with flat bottom shovels, or other approved methods to insure against permanent ridges or bumps in the completed surface. Spread additional screenings by hand in whatever quantities required to prevent picking up by the rollers or traffic.

408.03.09 Rolling. Begin rolling immediately behind the screening application to properly embed the screenings in the soft bituminous material. Commence rolling at the outer edge and proceed toward the inner edge on each spread. Continue rolling until the screenings are thoroughly set.

Use an approved sequence of rollers and roller patterns.

408.03.10 Removal of Loose Screenings and Surface Maintenance. Lightly broom the surface to remove all loose chips approximately 3 hours after the start of the screening application. Do not apply heavy pressure to the broom core which will cause dislodging of chips from the surface. If specified in the contract documents, place a seal coat on the swept surface according to Section 407.

Do not allow traffic on screenings until after the brooming and sealing operations are completed.

Operate brooms at 6 to 9 km/hr (4 to 6 mph) with the brush rotation at 150 ± 50 rpm. Provide brooms capable of being adjusted for downward pressure. If operated at night, equip the broom with tail, stop, and directional lights and an amber strobe light. Use a minimum of 2 brooms.

Remove and dispose of excess screenings which will interfere with drainage.

Provide a water truck of sufficient size with a pressure type distributor equipped with a spray system that will ensure uniform application of water for dust control.

Complete surface to a uniform appearance and free from ruts, humps, depressions or irregularities due to an uneven distribution of bituminous material or screenings.

After the application of screenings, lightly broom and maintain the surface for a period of 4 days.

Perform the light brooming to remove loose screenings prior to the end of each day's work or as the first order of work on the morning following application of screenings. Perform the initial brooming between sunrise and 10:00 a.m. Broom the entire surface that has had screenings applied to it on the previous day. Completely remove all loose screenings from the paved roadway surface. Perform a second brooming within 48 hours after the initial brooming. Additional brooming shall be required as often as necessary between the first and fourth day after applying screenings to maintain the surface free of loose screenings. At the end of 4 days after applying screenings, remove any excess screenings from all paved areas. Perform sweeping or brooming of the surface treatment in such a manner that the screenings set in the bituminous material will not be displaced. Do not excessively broom the surface.

Maintain the surface for the 4 day period by spreading additional screenings to absorb any free bituminous material, to cover any areas deficient in screenings, and to eliminate surface irregularities. If approved, clean

sand may be used in lieu of screenings to cover any excess bituminous material which comes to the surface. Do not use roadside material for this purpose.

Equip and operate all brooms with a water sprinkler bar for dust control.

408.03.11 Screenings (In Stockpile). Clear the stockpile area of all brush, rubbish and deleterious material. Give notification once the stockpile area has been cleared and not less than 72 hours prior to commencing crushing and screening operations in order that cross sections of the area may be obtained prior to stockpiling operations.

Place the screenings in uniformly shaped stockpiles as directed. Keep stockpiles of different materials separated to prevent intermixing. The exact location of stockpiles will be determined.

METHOD OF MEASUREMENT

408.04.01 Measurement. Bituminous material will be measured by the metric ton (ton).

Screenings will be measured by the metric ton (ton) or cubic meter (cubic yard).

Screenings (In Stockpile) will be measured by the metric ton (ton) or cubic meter (cubic yard).

The mass of any water added to the screenings before weighing will be deducted from the quantity measured for payment.

BASIS OF PAYMENT

408.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

If the results of the Cleanness Value test for screenings, as required in Subsection 705.03.04, is below 65, remove the seal coat represented by such test. No single Cleanness Value test will represent more than 450 metric tons (500 tons). If requested in writing and approved, seal coats containing screenings with a Cleanness Value below 65, but not less than 60, may remain in place. Pay to the Department as liquidated damages the following amount for such screenings left in place.

Cleanness Value	Liquidated Damages Per metric ton (ton)
65 or over	None
62 to 64	$2.20 ($2.00)
60 to 61	$4.40 ($4.00)

The Department will deduct these amounts from any monies due, or that may become due, under the Contract.

Flagger and pilot cars will be paid for according to Section 624.

Payment will be made under:

Pay Item	Pay Unit
Emulsified Asphalt (type)	Metric Ton (Ton)
Screenings (size)	Metric Ton (Ton), Cubic Meter (Cubic Yard)
Screenings (size) (In Stockpile)	Metric Ton (Ton), Cubic Meter (Cubic Yard)

SECTION 409

PORTLAND CEMENT CONCRETE PAVEMENT

DESCRIPTION

409.01.01 General. This work consists of constructing Portland cement concrete pavement, on a prepared surface.

MATERIALS

409.02.01 General. Material shall conform to the following Sections and Subsections:

Reinforcing Steel	Section 505
Portland Cement	Section 701
Concrete Curing Materials and Admixtures	Section 702
Coarse Aggregate	Subsection 706.03.01
Fine Aggregate	Subsection 706.03.03
Joint Sealer	Subsection 707.03.07
Water	Section 722

Portland cement shall be Type II, Type V, or Type IP "blended" cement, except as otherwise provided in Subsection 409.03.13.

409.02.02 Gradation Requirements. Gradation requirements shall conform to Subsection 501.02.02.

409.02.03 Concrete Properties and Tests. Portland cement concrete pavement shall conform to the following requirements and test methods:

Test	Test Method	Requirements
Flexural Strength of Concrete	Nev. T442	Subsection 409.03.13, See "NOTE (D)"
Length of Drilled Cores	Nev. T452	Subsection 409.04.02
Proportions of Coarse Aggregate in Fresh Concrete	Nev. T449*	Compliance with uniformity specified in test method
Slump	Nev. T439 or Nev. T438	Table I, See "NOTE (A)"
Evaluation of Profiles	Nev. T446	Subsection 409.03.11
Method of Test for Specific Gravity and Absorption of Coarse Aggregate	Nev. T492	Min. saturated surface dry condition
Method of Test for Specific Gravity and Absorption of Fine Aggregate	Nev. T493	Min. saturated surface dry condition
Entrained Air Content	Nev. T431	Table I, See "NOTE (B)"
Compressive Strength of Concrete	ASTM C39	Subsection 409.03.01, See "NOTE (C)"
Unit Weight, Volume and Cement Factor of Concrete	Nev. T435	Table I and Subsection 409.03.01

* Referee Test Method.

Concrete will be sampled according to Test Method No. Nev. T425, except the sample will be taken from the truck with a square mouth shovel at the batch plant platform. The Engineer will test the concrete mix and inspect the batching procedures to ascertain compliance with the mix design. The Department will furnish the molds and machines for testing. Furnish the material and internal vibrators for making the tests.

NOTE (A). Slump. Each truckload of concrete will be tested at the batch plant for ball penetration (Kelly Ball Test) according to Test Method No. Nev. T439. Only one Kelly Ball Test per truck need be performed. The ball penetration test will not be used for acceptance or rejection but only to indicate the consistency of the concrete. If the consistency appears to be out of specification, a slump test will be made immediately. If the first slump test does not meet the specification, a second test will be made immediately on the same load. The concrete will be accepted if the second test meets the specification or rejected and wasted if the second test does not meet the specification. Slump tests will be made according to Test Method No. Nev. T438.

NOTE (B). Air Content. Entrained air content tests will be made at the batch plant platform with concrete sampled from the trucks. In addition to the minimum testing frequency, air tests will be made on the first 3 truckloads of concrete produced each morning and the first 3 truckloads produced after shutdown of more than one hour. Slow down the batching operation to allow completion of each air test before the next batch is

made so test results can be communicated to the batch plant operator and necessary correction can be made. If an air test does not meet the specification, a second air test from a new sample will be made immediately on the same load. The concrete will be accepted if the second air test meets the specification or rejected and wasted if the second air test does not meet the specification. Air content tests will be made according to Test Method No. Nev. T431.

NOTE (C). Compressive Strength. Concrete cylinders will be molded and stored on the platform at the batch plant. Making and curing concrete cylinders will be according to Test Method No. Nev. T428. Compressive strength of concrete will be determined from "Strength Tests" in which the average strength of 3 standard cylinders shall constitute one strength test. Compressive strength tests will be made according to Test Method No. ASTM C39. One strength test will be made for each 600 m^3 or 1,400 metric tons (750 yd^3 or 1,500 tons) or portion thereof which will constitute a test lot. The location on the grade where the concrete sampled for compressive strength is placed will be recorded.

NOTE (D). Flexural Strength. Flexural beams will be cast and stored on the platform at the batch plant. Beams will be prepared and tested according to Test Method No. Nev. T442, except that initial curing will be in the insulated shed on the platform.

409.02.04 Admixtures. Use admixtures conforming to Subsection 501.02.03.

CONSTRUCTION

409.03.01 Classification and Proportions. Give not less than 32 days notification in advance of use of the proposed sources of materials. Make arrangements for the Engineer to obtain samples as required for testing purposes.

When requested and approved in writing, samples will not be required from aggregate sources previously tested within the past year.

Samples will not exceed 225 kg (500 lb) for each separate grading.

Furnish a written concrete mix design giving the cement factor in kg/m^3 (lb/yd^3), the source and proportions of cement, water, and each size of aggregate by mass, in SSD. condition, per m^3 (yd^3) of concrete and the percentage of air in the concrete proposed for use in the work. The mix design shall also show the gradation for each individual primary aggregate nominal size, and the mathematically combined gradation of the proposed proportions of each individual size. If proposing to use an admixture other than an air-entraining agent, state its complete brand name and the quantity proposed to be used per m^3 (yd^3) of concrete. The Engineer, after making such tests as he deems advisable, will either accept the proposed materials and proportions or suggest modifications needed for acceptance. After acceptance of batch proportions and materials, do not alter them during the course of the work except as found necessary to maintain yield, cement factor, and unit mass within specification requirements.

Do not make changes in batch proportions and materials as permitted in this Subsection without written prior approval.

Maintain the moisture content of stockpiled aggregates in a SSD condition according to Subsection 501.03.05.

Maintain at least one week's production supply of concrete aggregate in stockpiles during the paving operations.

Proportion Portland cement concrete, using the aggregates tested, such that the requirements in this Subsection will be satisfied without falling below the minimum, or exceeding the maximum values given.

The cement factor of any individual batch placed in the work shall not be more than 8.4 kg/m^3 (14.1 lb/yd^3) less, nor more than 14.0 kg/m^3 (23.5 lb/yd^3) greater than the designated cement factor. Batch aggregates and report by mass to the Engineer. The masses used may be varied as necessary to comply with the above tolerances in cement factor.

For mix design approval and as a project control requirement, the proposed proportions of coarse and fine aggregate, combined mathematically, shall produce a mixture within the grading limits for combined aggregates specified as follows:

Grading Limits of Combined Aggregates

Sieve Sizes	Percent by Mass Passing
50 mm (2 in.)	100
37.5 mm (1.5 in.)	90-100
25 mm (1 in.)	50-86
19 mm (3/4 in.)	45-75
9.5 mm (3/8 in.)	38-55
4.75 mm (No. 4)	30-45
2.36 mm (No. 8)	23-38
1.18 mm (No. 16)	15-33
600 µm (No. 30)	8-22
300 µm (No. 50)	4-13
150 µm (No. 100)	1-5
75 µm (No. 200)	0-3

TABLE I

Class P.C.A.A. Concrete

Cement Range kg/m³ (lb/yd³)	Coarse Aggregate Size No.	Maximum Water Cement Ratio kg/kg (lb/lb)*	Slump Range mm (in.)	Entrained Air Range Percent**	Unit Mass Variation kg/m³ (lb/ft³)
360-420 (611-705)	467	0.47 (0.47)	25-75 (1.0-3.0)	5 ± 1	± 50 (± 3)

*Based on aggregate in a saturated surface dry condition.

**The air range indicated is not required in Clark County.

The nominal slump shall be 75 mm (3 in.); the maximum slump shall be 90 mm (3.5 in.). When the slump of concrete is found to exceed the nominal slump, adjust the mixture as directed to reduce slump to a value within the nominal range. Four slump tests will be considered sufficient to determine nominal slump. The difference in slump, determined by comparing slump tests on 2 samples of mixed concrete for each individual batch tested, shall not exceed 25 mm (1 in.). When the difference in slump does exceed 25 mm (1 in.), adjust procedures and equipment used in producing the concrete to reduce the difference in slump to not more than 25 mm (1 in.).

Class P.C.A.A. Concrete shall have a minimum 28 day compressive strength of 28 MPa (4,000 psi). The 28 day compressive strength requirement will be evaluated for design requirements according to the "STATISTICAL EVALUATION OF CONCRETE STRENGTH" provisions of Subsection 501.02.04, except that for trial batch approval, the average compressive strength of 5 standard 152 mm x 305 mm (6 in. x 12 in.) cylinders, taken from a single batch and tested at 28 days, shall be 20% greater than the specified 28 day compressive strength and no individual cylinder shall have a strength less than the specified strength.

Compressive strength tests made for acceptance will be evaluated by the method set forth in Subsection 501.02.04.

409.03.02 Equipment.

(a) General. Equipment and tools necessary for handling materials and performing all parts of the work must be approved as to design, capacity, and mechanical condition. Provide this equipment on the site, available for inspection, testing, and approval before paving operations are started. Maintain all equipment, tools, and machinery in a satisfactory working condition.

Provide equipment of such capacity that the paver will operate continuously or at a constant rate of production. If any piece of equipment does not have sufficient capacity to keep pace with the other operations, the Engineer may limit the size of the batch or otherwise limit the rate of production to prevent poor workmanship, overloading of equipment, or frequent delays.

Furnish equipment operating entirely or partially on the pavement, regardless of the age of the pavement, so that only rubber-tired wheels will come in contact with the pavement.

Provide adequate internal vibrating equipment, including power, to enable the Engineer to fabricate concrete cylinders for testing purposes.

Furnish internal vibrators with rigid or flexible shafts, preferably powered by electric motors, capable of operating at a frequency of 7,000 vibrations per minute or greater. The outside diameter or the side dimensions of the vibrating element shall be at least 19 mm (3/4 in.) and not greater than 38 mm (1 1/2 in.). The length of the shaft shall be at least 600 mm (24 in.).

(b) Batch Plant and Equipment. When the size of the batch of concrete aggregates to be mixed exceeds 1 m³ (1 yd³), install and maintain in operating condition, an electrically actuated moisture meter that will indi-

cate on a readily visible scale, the percentage of moisture in the fine aggregate as it is batched within a sensitivity of 0.5% by mass of the fine aggregate.

For all batches with a volume of 1 m^3 (1 yd^3) or more, provide the batching equipment conforming to one of the following combinations:

1. Separate boxes and separate dial or beam scales for weighing each size of aggregate.
2. Single box and dial or multiple beam type scales for all aggregates.
3. Single box or separate boxes and automatic weighing mechanism for all aggregates.

In order to check the accuracy of batch masses, determine the gross mass and tare mass of batch trucks, truck mixers, and truck agitators, when ordered. Weigh the equipment on approved scales.

Proportion aggregates and bulk cement for use in pavement by mass by means of automatic proportioning devices of approved type conforming to the requirements specified herein.

Weigh bulk cement on scales separate and distinct from the aggregate hoppers. Interlock the discharge mechanism of the bulk cement hopper against opening before the full amount of cement is in the hopper, against closing before the contents of the hopper are entirely discharged and the scales are back in balance, and against opening when the amount of cement in the hopper is either over or under mass by more than 1% of the amount specified.

Interlock the bulk cement batcher and aggregate batcher so that a new batch of cement cannot be started until all weigh hoppers are empty, the scale is at zero, 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 hopper are charged with the correct mass.

Design the discharge gate on the cement hopper so as to permit regulating the flow of cement into the aggregate as approved.

Control material discharged from the bins by gates or by mechanical conveyors. Interlock the means of withdrawal from the bins, and of discharge from the weigh box, so that not more than one bin can discharge at a time; that the order of discharge can be changed; and that the weigh box cannot be tripped until the required quantity from each of the 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 bins is controlled by gates, actuate each gate automatically so that the required mass is discharged into a weigh box, after which the gate shall automatically close and lock.

Design the automatic weighing device of the dial or multiple beam scale so that the number of proportions required may be set on the dial or dial control and beams at the same time, and that proportions and the sequence of weighing individual sizes may be changed without delay.

Provide a weighing device which is automatic to the extent that the only manual operation required for proportioning the aggregates and cement for a batch is a single operation of a switch or a starter.

Equip the batch plant with a numerical printout device that will make a continuous, permanent, and accurate record of the masses of cement, gravel, and sand as well as the amount of water and additives used in each batch of concrete. Give the record to the Engineer at the end of each production day.

Provide a stable platform with canopy from which the inspector can step onto the bed of the trucks in order to take samples. Locate platform no farther than 75 m (250 ft) from the mixer. Provide platform with a height equal to the height of the truck beds and at least 10.7 m (35 ft) long and 2.4 m (8 ft) wide with a 2.4 m x 2.4 m x 2.4 m (8 ft x 8 ft x 8 ft) lockable insulated shed at one end for cylinder storage. Provide the platform with adequate railing and stairs with handrail down to ground level. Construct the platform of either wood or steel, and conforming to the standards contained in "Safety and Health Regulations for Construction" of the Department of Labor. Temperature control the shed in order to maintain the concrete test cylinders within the temperature range required by Test Method No. Nev. T428. Supply potable running water to the platform, 110 V electrical power, suitable lights, vibrators and outlets. Furnish radios or telephones so the inspector on the platform can communicate with the batch plant operator.

(c) Mixers. Furnish mixing equipment conforming to Subsection 501.03.06.

(d) Finishing Equipment. Vibrators. Vibrate at a rate of not less than 3,500 vibrations per minute for surface vibrators and 5,000 vibrations per minute for internal vibrators. Operate the amplitude of vibration to be

perceptible on the surface of the concrete more than 300 mm (12 in.) from the vibrating element. Furnish a tachometer or other suitable device for measuring and indicating the actual frequency of vibrations.

Do not rest vibrators on new pavements or side forms. Connect power to the vibrators so that vibration will cease when the forward or backward motion of the machine is stopped.

(e) Concrete Saw. Provide sawing equipment adequate in number of units and power to complete the sawing with a water-cooled diamond edge saw blade or an abrasive wheel to the required dimensions and at the required rate. Provide at least one standby saw in good working order. Maintain an ample supply of saw blades at the site of the work at all times during sawing operations.

(f) Forms. Use equipment utilizing stationary side forms or slip-form paving equipment.

1. Side Form. Use only metal side forms, weighing not less than 26 kg/m (18 lb/ft), without stakes.

Furnish side forms of sufficient rigidity, both in the form and in the interlocking connection with the adjoining forms, so that springing will not occur under the mass of the subgrading and paving equipment or from the pressure of the pavement when placed.

Furnish straight side form sections, free from warps, bends, indentations, or other defects. Remove defective forms from the work.

2. Slip Form. Equip slip-form paving equipment with traveling side forms of sufficient dimensions, shape, and strength to support the concrete laterally for a sufficient length of time during placement to produce pavement of the required cross section.

Do not create abrupt changes in longitudinal alignment of the pavement. Do not deviate more than 30 mm (1.2 in.) horizontally from the established alignment.

(g) Vibrators for Testing Purposes. Provide adequate internal vibrating equipment, including power, to enable the Engineer to perform tests.

Furnish internal vibrators with rigid or flexible shafts, preferably powered by electric motors, capable of operating at a frequency of 7,000 vibrations per minute or greater. The outside diameter or the side dimensions of the vibrating element shall be at least 19 mm (0.75 in.) and not greater than 38 mm (1.5 in.). The length of the shaft shall be at least 600 mm (24 in.).

(h) Fogging Machine. Provide a fogging machine capable of applying water in the form of a fine mist spray over the entire width of the concrete pavement. Create fine mist by pumping water, or a combination of air and water under high pressure in combination with a suitable atomizing nozzle. Adapt fogging machine for intermittent or continuous use to prevent excessive wetting of the concrete, and make it capable of repeated passes in order to prevent shrinkage cracking of the concrete. An evaporation retarder may be used in lieu of the fogging machine, as indicated in Subsection 409.03.10.

409.03.03 Preparation of Grade. Place concrete pavement on prepared roadbed. Keep the roadbed moist at the time of placing concrete. Do not create mud and pools of water by over wetting. Do not place the concrete, on a muddy, soft, or frozen grade.

409.03.04 Setting Forms. Before placing side forms, construct the underlying material to the proper grade. Place side forms with full bearing upon the foundation throughout their length and width of base and place to the required grade and alignment of the edge of the finished pavement. Support forms so that they will not deviate vertically at any time more than 3 mm (0.01 ft) from the grade established.

Do not deviate more than 3 mm (0.01 ft) vertically from the top of any side form to a 3.6 m (12 ft) straightedge. Do not vary the inside face more than 6 mm (0.02 ft) from a 3.6 m (12 ft) straightedge. Provide stake pockets and interlocking devices that will prevent movement of the form.

Stake side forms firmly by means of steel stakes at each end of the section and at intermediate points not more than 1.5 m (5 ft) apart and design so that stakes may be driven through the base of the form. Provide forms with means for locking stakes in position. Lay side form sections with an expansion gap of approximately 3 mm (0.01 ft). Use stakes of sufficient length so that the side forms will be held firmly in place. Provide longer stakes if lateral movement of forms is greater than 6 mm (0.02 ft) while supporting moving equipment.

Immediately in advance of placing pavement and after all subgrade operations are completed, true and maintain side forms to the required line and grade for a distance sufficient to prevent delay in placing the pavement.

Keep side forms in place until the day after placing the pavement, and in all cases until the edge of the pavement no longer requires the protection of the forms.

Thoroughly clean and oil side forms each time they are used.

409.03.05 Reinforcement. Install reinforcing steel if required.

Hold bar reinforcement accurately and firmly in position during the placing and compacting of the concrete without sagging by means of supporting devices to be left in place. Specifically manufacture the supports for this purpose and design each support to support a minimum vertical load of 90 kg (200 lb).

409.03.06 Mixing. Mix concrete according to Subsections 501.03.06, and 501.03.08, and the following requirements.

Provide and maintain suitable nonresettable batch counter in proper operating order, which will correctly indicate the number of batches proportioned at the batching plant and mixed in the mixers.

Thoroughly mix all concrete to a homogeneous appearance, without lumps of sand or cement or other evidence of undispersed cement.

Mix concrete not less than 60 seconds or more than 90 seconds. The actual mixing time will be determined. Begin mixing time upon completion of charging of all materials into the mixing drum. Mixing time ends when mix discharge begins. Transfer time in multiple drum mixers is included in mixing time. Remove the contents of an individual mixer drum before a succeeding batch is emptied therein.

Charge the batch into the drum so that a portion of the mixing water enters in advance of the cement and aggregates. Uniformly add all water in the drum by the end of the first 15 seconds of the mixing period. Keep the throat of the drum free of such accumulations as may restrict the free flow of materials into the drum.

409.03.07 Placing Concrete. Prevent delay in delivery and placing of the concrete. An interval of more than 45 minutes between placing of any 2 consecutive batches or loads will constitute cause for stopping paving operations. If so ordered to shut down, make a contact joint at the location and of the type directed, in the concrete already placed.

Place concrete pavement in 3.6 m (12 ft) traffic lane widths separated by contact joints, or place monolithically 2 or more lanes wide without a contact joint, but with a longitudinal weakened plane joint at each traffic lane line.

Do not use water for retempering any concrete.

Do not use any concrete showing improper proportions of materials, including water. Remove and dispose of any such unsatisfactory concrete.

Protect freshly placed concrete from damage by any cause. Repair all damage.

Protect expansion joint material while depositing fresh concrete adjacent thereto.

Adequately barricade concrete work in all directions to protect the work.

Equipment that damages the cement-treated base will be prohibited from traveling thereon.

Do not place concrete on bituminous surface with a temperature greater than 32 °C (90 °F). If necessary cool the bituminous surface by watering sufficiently in advance of concrete placement.

409.03.08 Spreading, Compacting, and Shaping.

(a) Side Form Construction. Distribute the concrete uniformly with a mechanical spreader.

Vibrate, screed, and tamp the spread concrete by a machine or machines.

Vibrate the concrete, for the full paving width, by means of surface vibrators with internal vibrators adjacent to each longitudinal edge or by some other method of vibration that produces equivalent results without segregation.

Furnish adequate machines to perform the work required at a rate equal to the progress of the mixer. Any delay in excess of 15 minutes in vibrating, screeding, and tamping will constitute cause for stopping the mixer until the machines performing such work are again in proper position in the paving train.

Perform screeding and tamping by making at least 2 complete passes over the entire area of the pavement. On the first pass, adjust the tamper to produce the proper tamping action and do not operate the tamping bar during the second pass unless otherwise directed. Adjust the screeds to an elevation slightly above grade so that when properly consolidated and finished, the completed surface of the pavement will be at the established grade, true to the cross section shown on the plans, and free from porous areas. Keep the tops of the forms or the adjacent pavement and the contact surface of the crawler tracks or wheels clean by effective devices attached to the machine. Maintain the travel of the machine true without lift, wobble, or other variation tending to affect precision screeding. During each pass of the machine, maintain a roll of concrete ahead of the front screed for the entire width of pavement being placed and except when making an expansion joint, do not operate the machine beyond that point where the roll of concrete can be maintained. Use equipment to produce a surface requiring minimum cutting during the floating and final finishing as specified in Subsection 409.03.10.

Concrete required to be placed in widths less than a traffic lane may be compacted and shaped by a powered mechanical compacting and shaping machine, supplemented by hand methods as necessary. Where hand compaction is performed, construct the tamper of heavy plank which length exceeds the width of pavement by a minimum of 250 mm (10 in.); shoe with a heavy strip of metal for a tamping surface; and stiffen adequately to maintain the required shape during use. For concrete production in excess of 30 m^3 per hour (40 yd^3 per hour), and where all compaction is performed by hand methods, use a minimum of 2 tampers.

Use the hand tamper with a combined tamping and longitudinal motion raising it from the side form and dropping it to consolidate the concrete. Keep a surplus of concrete in front of the hand tamper and continue tamping until the required cross section is obtained and the mortar flushes slightly to the surface.

Where hand compaction is performed on grades in excess of 5%, use a light strike board constructed similar to the heavy tamper following the heavy tamper or tampers to correct any displacement caused by flow of the concrete.

(b) Slip-Form Construction. References at reasonable intervals on both sides of the roadway, for line and grade control of the placing operations will be established. Furnish, place, maintain, remove, and dispose of such supports, wire devices, and materials as may be required to provide continuous line and grade reference controls to the placing machine or paver. Equip the slip-form paver with a control system which will automatically sense and simultaneously control the laying and trimming of the materials to the specified longitudinal and lateral grade, from both sides of the roadway. Automatically actuate the control systems from independent line and grade control references through a system of mechanical sensors or sensor directed devices which will maintain the equipment at the proper transverse slope and at the proper elevation to obtain the required thickness and surface.

Spread, consolidate, screed, and float-finish the freshly placed concrete with slip-form paving equipment in such a manner that a minimum of finishing with a hand float, will be required.

Distribute the concrete uniformly into final position by the slip-form paver without delay.

Effectively consolidate the concrete, for the full paving width, by internal vibration with transverse vibrating units or a series of equally spaced longitudinal vibrating units. If a series of longitudinal vibrating units are used, equally space them at intervals not to exceed 0.75 m (2.5 ft), measured center to center.

The term “internal vibration” used above shall mean vibration by means of vibrating units located within the specified thickness of pavement section and a minimum distance ahead of the screed equal to the pavement thickness.

Protect the previously constructed or existing pavements from damage by the paving equipment.

At locations inaccessible to slip-form paving equipment, place concrete pavement by methods and equipment conforming to the requirements for placing concrete in widths less than a traffic lane, as specified in Subsection 409.03.08 (a). At such locations, use stationary side forms conforming to Subsection 409.03.02 (f) 1. Finish locations inaccessible to the slip-form paving equipment by the hand float method and equipment specified in Subsection 409.03.10 (c).

409.03.09 Joints.

(a) General. Joints in pavement will be designated as longitudinal and transverse contact joints, transverse expansion joints, and longitudinal and transverse weakened plane joints.

Construct transverse joints at the angle to the centerline of the pavement shown on the plans. Construct faces of both transverse and longitudinal joints normal to the surface of the pavement.

Keep sawed joints clean and free of all foreign material after completion of shoulder work and before acceptance of the contract.

Use tie bars for all longitudinal contact joints and longitudinal weakened plane joints. Place straight tie bars mechanically by an approved method. Use tie bars conforming to AASHTO M31 Grade 300 (40) or Grade 420 (60) steel and epoxy coat (epoxy coating is not required in Clark County) as specified in Section 505.

Tie bars may be bent at right angles against the form of the first lane constructed and straightened into final position before the concrete of the adjacent lane is placed. If an "S" shaped bend is formed in straightening the bar, do not allow the offset from a straight line to be more than 30 mm (1.2 in.). In lieu of bent tie bars, approved 2 piece connectors may be used.

Dowel bars are required for all transverse weakened plane joints and transverse contact joints as shown on the plans.

Place the dowel bars within 25 mm (1 in.) of the planned transverse and depth location and within 50 mm (2 in.) of the planned longitudinal location. Place the dowel bars parallel to the pavement surface and centerline within a tolerance of 13 mm in 450 mm (0.5 in. in 18 in.).

Do not interrupt the forward movement of the finishing beam or screed by the inserting of the dowel bars.

Provide a positive method of marking the locations of the transverse joints.

Dowel bars shall be plain, round, smooth, coated bars, free from burrs or other deformations detrimental to free movement of the bars in the concrete. Provide dowel bars of the size and length shown on the plans and with at least one end sawed. Dowel bars shall be Corrosion Resistant Dowel Bars meeting the requirements of AASHTO M254, Type B, except the core material shall be of steel meeting the requirements of AASHTO M31, Grade 300 (40) or 420 (60), or the equivalent, except that the bend test will not be required. The coating material shall meet the coating material requirements of AASHTO M284. Coat the cut ends of the dowel bars, except in Clark County. Uniformly apply an approved bond breaker to the coated bar before insertion in the concrete. Use the type of bond breaker as recommended by the coating manufacturer. Submit certified test results showing compliance with all requirements of AASHTO M254 for approval. In particular, see the Pull-Out Test requirement of M254. Perform this test on bars to which the proposed bond breaker has been applied, The test report shall identify the type of bond breaker used.

Place dowel bars by one of the following methods:

1. Automatic Dowel Bar Inserter Method. The automatic dowel bar inserter shall have a successful performance history. Submit documentation regarding performance history of the dowel bar inserter for approval.

   Place and consolidate the pavement to full depth before insertion of the dowel bars.

   Insert the dowel bars into the concrete ahead of the finishing beam or screed.

2. Wire Basket Method. Use wire basket type supports specifically manufactured for this purpose. Determine the type of dowel supporting baskets as well as the method of anchoring. Submit the proposed method of using wire basket supports, including shop drawings of the proposed dowel baskets and proposed method of anchoring the dowel baskets for approval. Dowel bars may be tack welded at alternating ends, to the basket assemblies, to prevent slippage. No portion of the dowel support assembly shall cross the transverse joint.

   Securely anchor and construct dowel bar assemblies to firmly hold all the dowel bars at the specified depth and alignment. Remove spacer wires after the assemblies are staked in position.

   Do not start paving until the approved assemblies are in place at least 60 m (200 ft) in advance of the paving. Stop paving at any time that approved assemblies are not in place at least 60 m (200 ft) in advance of the concrete placement operation. This requirement may be waived by the Engineer upon written request by the Contractor and approval by the Department, in areas where access is restricted, or other construction limitations are encountered.

   Approval of the initial placement of basket assemblies shall not constitute acceptance of the final position of the dowel bars.

Consolidate the concrete around the dowel bars such that no voids exist. Do not supplement consolidation by the use of hand held vibrators.

Regardless of the placement method chosen, after the initial day's placement of the concrete pavement, suspend operations until the Engineer has sufficient time to inspect dowel positioning to insure proper placement of the dowels.

Perform coring of the initial concrete placement, as directed, as part of the dowel placement tolerance verification. Core a minimum of 6 bars per day. Cores shall be a nominal 100 mm (4 in.) in diameter. Fill all core holes with an approved patching material. Provide additional coring throughout the project to confirm dowel placement as directed.

Dowel and tie bar positioning will be randomly checked by coring or other methods. Joints containing dowels that do not meet specifications will be rejected. Replace rejected joints by an approved method. No additional payment will be made for replacement of slabs and joints required due to joints (dowel placement) not meeting the specified tolerances.

Control the positioning of dowels in a manner such that dowels meet the specified tolerances. If at any time dowels are found to be installed improperly, the paving operations will be suspended and operations shall not begin until the Contractor has demonstrated to the Engineer that the problem which caused the improper dowel positioning has been corrected.

(b) Contact Joints. Contact joints are those made by placing fresh concrete against hardened concrete at planned locations.

Connect concrete on both sides of longitudinal contact joints with tie bars as shown on the plans.

Connect concrete on both sides of the transverse contact joints with dowel bars as shown on the plans.

When the plans require the construction of keyways, construct the grooved portion of the keyway as part of the pavement width being placed.

(c) Weakened Plane Joints. Space transverse weakened plane joints 4.5 m (15 ft) on center and perpendicular to centerline. Saw transverse weakened plane joints by cutting the pavement with a power driven saw. Saw cut the grooves for transverse weakened plane joints to the dimensions shown on the plans for "Transverse Weakened Plane Joint, Double Saw Cut." Initially saw cut the 3 mm ($^1/_8$ in.) wide joint within 16 hours after the concrete has been placed. Perform the 10 mm ($^3/_8$ in.) wide transverse reservoir saw cutting no sooner than 24 hours after the concrete has been placed. Do not perform the initial weakened plane saw cutting and reservoir saw cutting at the same time or in one operation.

Saw longitudinal weakened plane joints by cutting the pavement with a power driven saw at all lane lines and except as hereinafter provided, at all shoulder lines. Where the combined width of the Portland cement concrete pavement shoulder and adjacent lane is 4.9 m (16 ft) or less, omit the longitudinal joint between the shoulder and the lane. Saw cut the grooves for longitudinal weakened plane joints to the dimensions shown on the plans for "Longitudinal Weakened Plane Joint, Single Saw Cut." Saw longitudinal weakened plane joints within 16 hours, after concrete has been placed on permeable cement treated base material and within 24 hours on all other types of base material.

Construct sawed joints before uncontrolled pavement cracking occurs; however, do not saw joints until the concrete has hardened enough to prevent tearing or raveling during the sawing operations. Determine the exact time to saw joints.

Immediately revise any procedure used to saw joints which results in premature uncontrolled cracking. Repair damaged areas or random cracks as specified herein and as directed. Repair any spalled or chipped concrete along the joints as approved.

For plain jointed (non-doweled) concrete pavements, do not saw where volunteer transverse cracks exist. If a volunteer transverse crack falls within 1.5 m (5 ft) of the location of a proposed sawed joint, omit the sawed joint. Joints sawed in violation of the provisions in this paragraph will not be paid for.

Repair portions of curing seal which are disturbed by sawing operations by spraying the areas with additional curing seal.

Keep a standby power saw on the project at all times when concrete paving operations are under way.

Seal sawed longitudinal and transverse weakened plane joints with joint sealant material specified in Subsection 707.03.04 and in conformance to the details shown on the plans. Before sealing, clean the joint by jet water blasting or air blasting with abrasive until laitance is removed to the satisfaction of the Engineer. Use recovery equipment as required by local air and water quality ordinances. Immediately before sealing, blow joints clean and dry. Before placing the joint sealer, place a nonabsorptive closed cell bond breaker cord in the joint to the depth shown on the plans. Install the joint sealer material according to the manufacturer's recommendations and have a manufacturer's representative present to verify proper installation when directed.

Prevent spills or excess sealer material from coming in contact with the horizontal surface of the concrete pavement on either side of the joint. Satisfactorily remove any such spills or excess material.

Silicone sealant will be tested after placement for proper curing according to Test Method No. Nev. T450.

Repair the joint seal upon removal of the curing test plug with the same brand sealant. Remove and replace sealant from any area that did not cure uniformly.

The sealant thickness will also be checked to ensure that the depth is within tolerances shown on the plans.

Remove and replace sealant from any area that is not within the specified depth tolerances.

For plain jointed (non-doweled) concrete pavements, at approach slabs with skews of 20° or less, place a transverse weakened plane joint 3.6 to 4.6 m (12 to 15 ft) from and parallel to the end of the approach slab. From this joint warp the subsequent transverse weakened plane joints to the angle shown in the plans. When warping joints, locate each joint not less than 3.6 m (12 ft) nor more than 4.6 m (15 ft) from the adjacent joints. Once the transverse weakened plane joints are warped to the angle shown in the plans, begin saw cutting them at the intervals shown in the plans.

For plain jointed (non-doweled) concrete pavements, approach slab skews greater than 20°, make the transverse weakened plane joint saw cuts normal to the roadway alignment control line from the corner of each step and at 3.6 m (12 ft) increments as needed. Beyond the approach slabs, make 1 transverse weakened plane joint saw cut 3.6 to 4.6 m (12 to 15 ft) from the extreme end of the approach slab and normal to the roadway alignment control line. From this joint warp subsequent transverse weakened plane joints to the angle shown in the plans. When warping the transverse weakened plane joints, locate no joint less than 3.6 m (12 ft) nor more than 4.6 m (15 ft) from the adjacent joints. Once transverse weakened plane joints are warped to the angle shown in the plans, begin saw cutting them at the intervals shown in the plans.

(d) Repair of Cracks, Spalls, Raveling, and Tearing. Repair volunteer cracks and spalls, and raveling and tearing at sawed joints before opening the pavement to public traffic.

Volunteer cracks shall be classified as either plastic shrinkage cracks or random cracks based on the following definitions.

Plastic shrinkage cracks are generally tight-hairline cracks less than 0.80 mm ($^1/_{32}$ in.) which do not usually penetrate the depth of the slab, and are not structural in nature. They may appear either as irregular "map cracking" or as short irregular cracks roughly parallel to each other. The crack length is generally 50 to 600 mm (2 to 24 in.) and cracks are usually spaced from 50 to 600 mm (2 to 24 in.) apart. They are normally caused by too rapid evaporation of water from the surface. They occur soon after the concrete has been placed.

Repair plastic shrinkage cracks as hereinafter specified for volunteer cracks unless the cracking exceeds 50% of the slab area, in which case remove and replace the slab. The area of plastic shrinkage cracking in square meters (square yards) shall be numerically equal to the total length in meters (yards) of all shrinkage cracks, except that a short shrinkage crack within 300 mm (12 in.) of a longer crack will not be measured.

Random cracks are normally located approximately parallel to a sawed joint and extend the full width or length of the slab and usually penetrate the full depth of the slab. Repair random cracks as hereinafter specified for volunteer cracks unless the extent of random cracking is so severe as to divide the slab into 3 or more pieces, in which case remove and replace the slab. If both plastic shrinkage and random cracks occur in the same slab each type will be considered separately.

Repair all volunteer cracks within 0.9 m (3 ft) of any sawed joint by injecting the total length of the crack with epoxy under pressure.

For doweled concrete pavements, if a random transverse crack appears and is not at the proposed weakened plane joint location then remove and replace the slab.

For plain jointed (non-doweled) pavements, repair all random cracks within 1.5 m (5 ft) of any sawed joint by injecting the total length of the crack with epoxy under pressure. Saw and seal all other random cracks, whether longitudinal or transverse to centerline, according to Subsection 409.03.09 (c), for "longitudinal weakened plane joint, single saw cut".

Perform injection of cracks with epoxy only during the period beginning at 11:00 p.m. and ending at 7:00 a.m. or as directed. Do not inject cracks with epoxy before a period of 10 days has elapsed after the concrete has been placed. Perform epoxy injection before traffic is permitted on the pavement. When epoxy injection is not performed within 30 working days after the pavement is placed, such work may be ordered to be started. Complete the work within 30 working days after receiving said order.

In making epoxy injection repairs, apply a surface seal to prevent escape of epoxy and place entry ports at intervals to allow filling the entire length of crack. Use surface seal material, and injection procedures, without damaging the texture and appearance of the pavement surface. Inject epoxy using in-line mixing equipment. Do not use pressure pots. Use an epoxy specifically designed to be used for epoxy injection conforming to AASHTO M235 (ASTM C881), Type IV. Submit a written proposal for approval, detailing the equipment, personnel, materials, and procedures to be used for epoxy injection.

Provide 100 mm (4 in.) diameter cores of epoxied cracks at the rate of five relatively evenly spaced cores for each 50 m (150 ft) of epoxied crack. If the total length of cracks to be epoxied exceeds 50 m (150 ft), the rate of coring may be reduced to one core for each additional 30 m (100 ft) of epoxied crack provided the methods and equipment are producing satisfactory results. Extend cores through the entire depth of pavement and include the full depth of crack. Location of cores will be determined. Inject additional epoxy in cracks where epoxy has penetrated to less than 80% of the crack depth until a minimum of 80% of the crack depth has been filled. Such cracks may require additional cores for verification as directed. Completely fill holes resulting from coring with epoxy of the same quality as used to inject the cracks.

Repair all plastic shrinkage cracks by epoxy injection as specified herein. For narrow plastic shrinkage cracks less than 1.5 mm ($^1/_{16}$ in.) in width, crack or surface sealing as approved may be performed in lieu of epoxy injection. The material used for crack sealing shall be crack sealant conforming to Section 646. Provide cores of cracks healed or sealed according to the frequency and requirements shown herein for epoxy injection. Epoxy inject cracks of such size or depth that they cannot be filled to the depth required with the crack sealant. Regardless of the method of crack repair chosen, verification of material penetration by coring as described above, is required.

Repair sawed joints with excessive raveling or tearing. Prepare by removing all weak fractured concrete and cleaning surfaces to receive the patch. Following cleaning of the excavated area and before placement of the concrete patch, apply a prime coat of epoxy conforming to AASHTO M235 (ASTM C881), Type V, to the entire surface to be patched. Immediately apply a patch material conforming to Subsection 502.03.15 following the application of the prime coat. Use an insert, or other means, to prevent bonding both sides of planned joints together.

409.03.10 Finishing.

(a) General. Provide adequate lighting facilities if required for finishing operations.

At the start of each day's work, mark the edge of the new pavement, nearest the outside shoulder, at 15 m (50 ft) from the beginning joint, with an approved stamp. The stamp shall contain the Contractor's name, the month, day, and year the section is placed, and the Engineer's station at the beginning joint. Make the stamp approximately 300 mm x 600 mm (12 in. x 24 in.) in size.

In case fine cracks or hair checks appear in newly placed concrete before it is thoroughly set, apply water to the concrete surfacing, in the form of a fine fog mist until the finishing operations are completed and the curing is applied.

Apply the fog mist to the area between the finishing machine and the tining machine. If the combination of fogging and curing compound application are not, or will not be effective in preventing plastic shrinkage cracking, stop paving operations until environmental conditions improve substantially or until other preventative measures are approved in writing.

In lieu of the fogging machine, evaporation retarders listed in the QPL may be used. Apply retarder uniformly on the full width of pavement immediately after the oscillating screed. The material shall form a

monomolecular film on the surface of the fresh plastic concrete to retard moisture evaporation. Apply retarder according to the manufacturer's recommendations.

In advance of curing operations first texture the concrete pavement with a drag strip of burlap and then with a mechanical spring steel tine device which will form grooves parallel to the centerline. Do not perform tining too early, whereby the grooves may close up. Make tines of rectangular cross section and of sufficient thickness and resilience to result in grooves spaced 19 mm (3/4 in.) on center, 2 mm to 3 mm (3/32 in. to 1/8 in.) wide and 3 mm to 5 mm (1/8 in. to 3/16 in.) deep in the finished concrete pavement.

Operate the tine machine at a speed which keeps up with paving operations.

Leave a 25 mm (1 in.) gap between each tine strip to prevent overlapping the tined surface and producing a weak surface area.

Tine the pavement within 75 mm (3 in.), but no closer than 50 mm (2 in.) of pavement edges.

Do not tine the surface adjacent to longitudinal weakened plane joints. The untined area is to extend to no less than 19 mm (3/4 in.) nor more than 50 mm (2 in.) from the centerline of the longitudinal weakened plane joint. Omit tining at this location for a total width no less than 38 mm (1 1/2 in.) and no more than 100 mm (4 in.) uniformly throughout the contract.

Maintain the tining device clean and free of encrusted mortar and debris to ensure uniform groove dimensions.

Do not tine pavement which has set, whereas the operation is lifting aggregate out of, tearing, or causing excessive roughness to the pavement surface. In such a case, groove the hardened pavement, as directed, at own expense.

(b) Oscillating Screed Method. Provide free floating oscillating screed device attached to the slipform paver, behind the conforming pan, which is capable of performing final finishing on the concrete surface.

The machine shall have a lightweight aluminum float 300 mm (12 in.) wide and a minimum of 3.6 m (12 ft) long, which oscillates fore and aft in the direction of traffic. Provide float able to traverse the entire concrete slab from edge to edge.

Connect the float in such a way that it is driven (oscillated), yet it is free floating on the surface of the concrete.

Adjust and set the movements of the float according to concrete surface conditions and forward speed of the paver.

(c) Hand Float Method. Finish the surface of the concrete smooth and true to grade with 2 wooden floats 4.8 m (16 ft) long, 25 mm (1 in.) thick and 100 mm (4 in.) wide, rigidly ribbed and with adjusting screws between the rib and float bars at not more than 600 mm (24 in.) centers, to insure a true and flat surface on the under side at all times. Operate each float from the side of the pavement and with the float parallel with the centerline of the pavement. Use the edge of the float to cut down all high areas, and float the material so removed into the depressions until a true surface is obtained. Lap each successive passage of the float just over the previous path. Upon completion of the passage, bring the float back and the overlap between the 2 passages smoothed.

Operate the floats as far back of the tamping machine as the concrete remains workable and use a number of passes sufficient to remove all irregularities.

Make available at least one spare float in good condition at all times.

(d) Final Finish. After the preliminary finishing has been completed, round the edges of an initial pavement lane to a 13 mm (1/2 in.) radius. Round transverse contact joints, expansion joints, and joints adjacent to an existing pavement to a 6 mm (1/4 in.) radius.

In advance of the curing operations, or as directed, texture the pavement with a drag strip of burlap or other device which will produce scoring parallel to the centerline. The burlap drag shall consist of one or more pieces of burlap fastened to a cross member riding on the subgrade or side forms by means of wheels or skids to form a continuous strip of burlap the full width of the pavement. Keep drags clean and free from encrusted mortar. Discard drags that cannot be cleaned and substitute new drags. Grind or score completed concrete pavement, which does not have a satisfactory skid resistant surface texture, by abrasive means to provide a satisfactory surface texture.

(e) Rumble Strips. Mill or grind the rumble strips to the dimensions shown in the plans. Use a milling or grinding machine that produces a reasonably smooth cut surface with 2 mm ($^3/_{32}$ in.) maximum differentials between peaks and valleys.

The alignment of the edge of the ground pattern will be randomly checked. Locate the inside edge of rumble strips 100 mm ± 50 mm (4 in. ± 2 in.) from the edge of shoulder striping. Re-cut any rumble strip which is misaligned.

Some of the shoulders designated for receiving the rumble strips may have widths of approximately 1.2 m (4 ft) from the shoulder stripe to a vertical obstruction of concrete barrier rail or guardrail. There will be no additional compensation for any additional special milling or grinding machine necessary to install rumble strips at these locations.

Demonstrate on an initial 150 m (500 ft) test section that the equipment and method will provide the desired ground rumble strip and surface inside each depression without cracking or spalling the remaining concrete pavement. If the desired results are not being provided, provide new equipment, new method, or make necessary adjustments to provide the desired results. If the initial 150 m (500 ft) test section is unacceptable, repair the surface as directed, make necessary adjustments and retest.

Use a power broom or sweeper/vacuum to remove waste material resulting from the operation each day. The ground waste material may also be broomed and uniformly spread on the roadway side slopes at the end of each day's operations.

Protect any adjacent permanent striping from damage. Replace any permanent striping damaged by the milling or brooming operations.

409.03.11 Riding Tolerances. Produce finished pavement surfacing which conforms to the following surface tolerance requirements:

(a) Straightedge Measurement. The Engineer will perform this measurement. When a straightedge 3.6 m (12 ft) long is laid on the finished surface and parallel with the centerline of the highway, the surface shall not vary more than 3 mm (0.01 ft) from the lower edge of the straightedge. When a straightedge 3.6 m (12 ft) long is laid on the finished surface and at right angles with the centerline and extending from edge to edge of traffic lane, the surface shall not vary more than 6 mm (0.02 ft) from the lower edge of the straightedge. Use abrasive means to remove any points that are high in excess of the straightedge tolerances.

(b) Profilograph Measurement. Furnish and operate a profilograph, as specified in Subsection 402.03.03, at the time and date ordered.

Measure two profiles in each lane at 1 m (3 ft) from and parallel to the traffic lane lines. Measure profiles for the entire length of each traffic lane.

Pavement within 10 m (30 ft) of a bridge deck or approach slab shall meet the profile requirements set forth in Subsection 502.03.16.

Complete initial runs of the profilograph before opening the new pavement to public traffic whenever practical. Only flagging costs for traffic control required for the initial running of the profilograph will be paid for according to Section 624.

Submit the profile graphs immediately thereafter for evaluation. A profile index will be calculated for each 0.1 km (0.1 mi) of traffic lane measured according to Test Method No. Nev. T446.

The finished surface shall have a profile index of 80 mm/km (5 in./mi) or less, and not more than 8 mm/0.1 km (0.5 in./0.1 mi), as measured and calculated according to Test Method No. Nev. T446. Should the profile index exceed the allowable indexes, discontinue the paving operations until other means and equipment are proposed for trial and are approved.

Grind areas exceeding the profile index requirements and areas representing high points on the profiles having deviations in excess of 7.5 mm (0.3 in.) as measured according to Test Method No. Nev. T446. Remeasure ground areas for conformance with the profile index and for high points in excess of 7.5 mm (0.3 in.).

Perform additional grinding as necessary to extend the ground area laterally to the nearest lane line or edge of pavement and longitudinally to lines normal to the pavement centerline.

Use grinding machines that are power driven, self-propelled and specifically designed to remove, profile, smooth, and texture concrete pavement. The grinding machine shall have a wheel base of not less than 3.6 m

(12 ft), equipped with a rotating powered mandrel drum, diamond grinding blades of the appropriate bond hardness and a cutting head not less than 0.9 m (3 ft) wide. The grinding machine shall provide a surface with a parallel corduroy-type texture consisting of grooves between 2.3 mm (0.10 in.) and 3.3 mm (0.13 in.) wide. The land area shall be 2.0 mm (0.08 in.) wide and 1.5 mm (0.06 in.) higher than the bottoms of the grooves. There shall be between 170 and 190 grooves per meter (52 and 60 grooves per foot). Equip the grinding machine with an effective means for controlling dust and other particulate matter.

Do not cause strain or damage to the underlying surface of the pavement with the grinding machine. Do not use grinding and texturing equipment that causes ravels, aggregate fractures, spalls, or disturbance of joints.

Perform grinding in a longitudinal direction. Satisfactorily grind to produce a uniform textured surface over the surface areas designated for grinding.

Regroove any ground areas as directed to meet the requirements of Subsection 409.03.10 for a tined surface finish.

Pick up and dispose of materials produced from grinding and grooving, including water used for their operations, outside the right of way according to Subsection 107.14.

409.03.12 Curing.

(a) General. Cure Portland cement concrete pavement for 72 hours by either method specified in this Subsection, subject to the conditions set forth in Subsection 501.03.09 (a). In case of low temperatures, increase the curing period according to the provisions of Subsection 501.03.10 (b).

(b) Curing Compound Method. Except as modified herein, cure by use of curing compound as specified in Subsection 501.03.09 (c). Do not apply the curing compound until all patching and surface finishing, except grinding, has been completed. When directed during periods of hot weather, continue fogging of the concrete with water after curing compound is applied until it is no longer required. Such fogging after the application of the curing compound will be paid for as extra work as provided in Subsection 104.03.

Cure Portland cement concrete pavement with a white pigmented curing compound applied in 2 approximately equal applications. Apply the second application in the opposite longitudinal direction as the first and within 30 minutes after the first application. Use a white pigmented curing compound-wax base conforming to Subsection 702.03.01. Uniformly spray surfaces of the concrete pavement which are exposed to the air so as to obtain total coverage of the concrete surfaces. The rate of each application of white pigmented curing compound-wax base at any point, shall be 0.30 ± 0.10 L/m^2 (1 gal/150 ft^2 ± 50 ft^2), and the average rate of each application shall be 0.30 ± 0.05 L/m^2 (1 gal/150 ft^2 ± 25 ft^2). Equip power operated spraying equipment for application of curing compound with an operational pressure gage and means of controlling the pressure.

Apply the compound immediately after the moisture sheen begins to disappear from the surface, but before any drying shrinkage or craze cracks begin to appear. In the event of any delay in the application of curing compound, immediately start application of water with an atomizing nozzle as specified in Subsection 501.03.09 (b), and continue until the application of the compound. Immediately repair any damaged portions of the compound film with additional compound before the expiration of 72 hours after the concrete is placed.

After the completion of the curing period, remove the wax-based curing compound from the pavement surface by sand blasting in those areas intended to receive permanent pavement marking.

(c) Waterproof Membrane Method. Cure by use of waterproof membrane material as specified in Subsection 501.03.09 (d).

409.03.13 Protection of Pavement. Do not place concrete on frozen ground nor mix or place it while the atmospheric temperature is below 2 °C (35 °F), unless adequate means are employed to heat the aggregates and water, and satisfactory provisions made for protecting the work.

Stop placing concrete before the quantity of rainfall is sufficient to cause a flow or wash the surface.

Replace concrete which has been damaged, upon written notice from the Engineer.

Protect concrete from freezing or frost for a period of 5 days after placing. Do not allow the temperature of the surface of the concrete to drop below 4 °C (40 °F) for this period of 5 days.

Where public traffic will be required to promptly cross over the new pavement, use Type III Portland cement in concrete. When Type III Portland cement is used in concrete, and if permitted in writing, the pavement may be opened to traffic as soon as the concrete has de veloped a modulus of rupture of 3.8 MPa (550 psi).

Unless directed do not permit traffic or equipment on the pavement before a period of 10 days after the concrete has been placed, nor before the concrete has developed a modulus of rupture of at least 3.8 MPa (550 psi), as determined by Test Method No. Nev. T442.

Motor graders used to shape the shoulder material adjacent to the new pavement may be permitted to ride upon 1 edge of the previously placed concrete at the end of 72 hours, provided that no damage is done on the pavement edge by reason of such operation. Repair any damage to the pavement resulting from such operations.

Request in writing to place the tracks of the paving equipment on the pavement after a period of 3 days after the concrete was placed, and the concrete has developed a modulus of rupture of at least 2.7 MPa (390 psi). Do not locate any part of the track closer than 300 mm (12 in.) from the edge of pavement. Do not exert more than 138 kPa (20 psi) pressure on the pavement by the paver track. In case of visible cracking of, or other damage to the pavement, immediately discontinue operation of the paving equipment on the pavement.

409.03.14 Fast Track Paving. A high early concrete mix design may be submitted for approval. The use of special high early cements or accelerating admixtures will be considered for approval in selected areas or throughout the project where timely opening to public traffic benefits the construction schedule. A written request must accompany the mix design showing the selection of the Fast Track Paving option that must include the areas and limits of intended use. All material, construction, and test requirements of this Section remain effective.

If the Fast Track Paving option is approved by the Department, the sixth paragraph of Subsection 409.03.13 shall not apply. However do not permit traffic or equipment, except for motor graders and paving equipment as allowed by Subsection 409.03.13, on the pavement until the following minimum compressive strength conditions are met:

	P.C.C.P. LOADING	
Concrete Depth mm (in.)	**Light Duty Equipment MPa (psi)**	**Public Traffic MPa (psi)**
200 (8)	24 (3,500)*	28 (4,000)* & 3.8 (550)**
225 (9)	21 (3,000)*	24 (3,500)* & 3.8 (550)**
250 (10)	17 (2,500)*	21 (3,000)* & 3.8 (550)**
275 (11)	14 (2,000)*	17 (2,500)*
300 (12)	10 (1,500)*	14 (2,000)*
325 (13)+	10 (1,500)*	14 (2,000)*

* Compressive strength determined by ASTM C39 (field cured sample)

** Modulus of rupture determined by Test Method No. Nev. T442

Light Duty Equipment is defined as vehicles with a Gross Vehicle Weight Rating (GVWR) of 11,800 kg (26,000 lb) or less and tire pressure not to exceed 590 kPa (85 psi). Concrete, gravel, or borrow hauling operations are not permitted under this category.

Public Traffic is defined as public traffic or construction equipment up to the legal highway load limit. Construction loads exceeding the legal highway limit are not permitted to travel or cross without permission.

Repair any damage caused to the concrete by the equipment, such as chipping, cracking, or corner breaking.

METHOD OF MEASUREMENT

409.04.01 Measurement. Concrete pavement will be measured by the square meter (square yard).

Saw and seal transverse and longitudinal weakened plane joints will be measured by the linear meter (linear foot). Volunteer cracks will not be included in the length of transverse or longitudinal weakened plane joints measured for payment.

Portland cement concrete pavement curing compound will be measured by the liter (gallon).

Grinding of rumble strips will be measured by the kilometer (mile) longitudinally along each ground shoulder.

Repairing or removing and replacing slabs in which volunteer cracking occurs before the requirements of Subsection 409.03.13, for allowing traffic or equipment on the pavement have been satisfied, will not be measured for payment. Repairing or removing and replacing slabs in which volunteer cracking occurs after said requirements have been satisfied, will be measured for payment if it is determined that all specification requirements were fulfilled. Upon such determination, the cost of repairing volunteer cracks as described in Subsection 409.03.09 (d), shall be borne equally by the State and the Contractor. Such division of cost will be made by

determining the total cost of such work by the provisions in Subsection 109.03, and paying to the Contractor half of such cost under contract item "Repair Volunteer Cracks."

409.04.02 Pavement Thickness. Construct concrete pavement according to the thickness requirements of the plans and specifications. Do not construe the tolerances allowed for subgrade construction and other specification provisions which may affect thickness to modify such thickness requirements.

The primary unit of pavement will be the area of pavement placed in each day's paving operations. Within each primary unit of pavement, there may be an area or areas which have been determined to be a secondary unit or units of pavement, as provided in Subsection 409.04.02 (b). In such case, the primary unit area will be reduced by the secondary unit area included therein.

After requirements of Subsection 409.03.13 have been met, thickness measurements will be made in each primary unit of pavement at the rate of not less than one measurement for each 300 m (1,000 ft), or fraction thereof, of pavement placed in each traffic lane, auxiliary lane or shoulder. The exact location and number of thickness measurements within each primary unit, both longitudinally and transversely, will be determined. Thickness measurements will be made at approximately uniform intervals throughout each primary unit of pavement.

If required, secondary thickness measurements will be made as provided in Subsection 409.04.02 (b).

Pavement thickness variation, if any, from the thickness requirements of the plans and specifications will be determined. Such variation will be determined as either excess or deficient thickness.

(a) Thickness Deficiency of Not More Than 15 mm (0.6 in.). If the thickness measurements in a primary unit are deficient in thickness by not more than 15 mm (0.6 in.), thickness variations in such unit will be averaged, algebraically, to determine the average thickness deficiency, if any, in said primary unit. For the purpose of determining the average thickness deficiency, an excess thickness variation of more than 5 mm (0.2 in.) greater than the thickness specified will be considered to be 5 mm (0.2 in.) greater than the specified thickness.

For each primary unit of pavement which is deficient in average thickness, pay to the Department as liquidated damages, or at the Department's option, have deducted from any money due, or to become due from the Department, an amount set forth in the following schedule:

Average Thickness Deficiency, mm (in.)	Liquidated Damages (% of bid price)
0.0-5.0 (0.0-0.20)	0
5.1-7.5 (0.21-0.30)	10
7.6-10.0 (0.31-0.40)	15
10.1-12.5 (0.41-0.50)	25
12.6-15.0 (0.51-0.60)	30

(b) Thickness Deficiency of More Than 15 mm (0.6 in.). If the thickness measurement made in a primary unit is deficient in thickness by more than 15 mm (0.6 in.), secondary thickness measurements and dimensions of the secondary unit area where the apparent thickness deficiency is more than 15 mm (0.6 in.) will be determined. The determination of the limits of said secondary unit area will be made by making secondary thickness measurements in each panel of pavement adjacent to the panel in which the original measurement in the primary unit was made. This procedure will continue, regardless of unit boundaries, until such secondary unit area is bounded by panels in which the secondary measurement is deficient in thickness by 15 mm (0.6 in.) or less.

Panels are the areas bounded by longitudinal and transverse joints and pavement edges. If a transverse weakened plane joint has been omitted at the location where a volunteer crack exists, by the provisions in Subsection 409.03.09 (c), the volunteer crack will be considered as a transverse joint only if the pavement adjacent thereto is not to be removed and replaced.

After eliminating the secondary unit area, or areas, and the thickness measurements therein from consideration, the average thickness deficiency, if any, of the remainder of primary unit areas will be determined as provided in Subsection 409.04.02 (a). Secondary thickness measurements made outside of a secondary unit area may be used to determine average thickness deficiency, if any, in the remaining primary unit area in which they are taken.

Each panel in which secondary thickness measurements are made will be deemed to be of the thickness shown by such measurement.

After determining the limits of the secondary unit area, determination will be made of which panels, within such area, if any, will be required to be removed and replaced according to procedure 1, below, and the panels, if any, which will remain in place according to procedure 2, below.

1. Remove and replace the concrete pavement in such panels with concrete pavement meeting the thickness and all other requirements of the contract documents. If the area to be removed is not bounded by longitudinal or transverse joints, saw and seal weakened plane joints at the designated locations. Lower subgrade as necessary to meet the full thickness requirements.
2. Leave such panels of pavement in place without payment.

The cost of secondary thickness measurements made by the provisions in this Subsection, including filling of any necessary holes with concrete, will be deducted from any money due, or that may become due, under the contract.

No additional compensation or extension of time will be granted due to any of the provisions in this Subsection.

No additional compensation will be allowed for any pavement constructed in excess of the thickness requirements of the contract documents.

Additional thickness measurements may be requested in secondary unit areas if the numbers are insufficient to fairly indicate the actual thickness of pavement placed. Such additional measurements will be used in determining the average thickness variation. The location of all such additional thickness measurements will be as determined. The cost of all such additional measurements made, including filling of any necessary holes with concrete, will be deducted from any money due, or that may become due, under the contract.

409.04.03 Compressive Strength. If concrete placed is shown by test to be below the specified 28 day compressive strength, a determination will be made as to whether the concrete shall be removed and replaced or allowed to remain in place. If after review, the concrete is allowed to remain in place, liquidated damages will be determined according to Subsection 502.04.01.

Price adjustments for strength and thickness will be determined separately.

BASIS OF PAYMENT

409.05.01 Payment. The accepted quantities, measured and adjusted as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Reinforcement, except tie bars and dowel bars, will be paid for as provided in Section 505.

Payment will be made under:

Pay Item	Pay Unit
Portland Cement Concrete Pavement (thickness)	Square Meter (Square Yard)
Saw and Seal Transverse Weakened Plane Joints	Linear Meter (Linear Foot)
Saw and Seal Longitudinal Weakened Plane Joints	Linear Meter (Linear Foot)
Repair Volunteer Cracks	Force Account
PCCP Curing Compound, Wax Base	Liter (Gallon)
Grind Rumble Strips	Kilometer (Mile)

SECTION 410

CONCRETE PAVEMENT RESURFACING

DESCRIPTION

410.01.01 General. This work consists of rubblizing and compacting the existing Portland cement concrete pavement for full width and full depth.

This work also consists of cracking and seating existing Portland cement concrete pavement for full width and full depth.

MATERIALS

410.02.01 General. Material shall conform to the following Sections and Subsections:

Bituminous Material .....Section 703
Type 1 Class B Aggregate Base .....Section 704
Aggregates for Bituminous Courses .....Section 705
Commercial Mineral Filler.....Subsection 705.03.03

CONSTRUCTION

410.03.01 Equipment.

(a) Rubblizing Equipment. Provide a minimum 261 kW (350 hp), self contained, self propelled resonant frequency pavement breaking unit capable of producing low amplitude, 2,712 N·m (2,000 ft·lb) blows at a rate of not less than 44 blows per second for rubblizing the existing concrete pavement. Equip the rubblizing unit with a water system to suppress dust generated by the rubblizing operation. The operating speed of the unit shall be such that the existing pavement is rubblized into particles conforming to the following sieve requirements:

Sieve Size	Percent Passing by Mass
300 mm (12 in.)	100
225 mm (9 in.)	99
150 mm (6 in.)	85

A guillotine type impact hammer, equipment that punches holes in the pavement, or unguided free-falling weight such as “headache” or “wrecking” balls will not be permitted.

(b) Crack and Seating Equipment. Provide an impact hammer of the guillotine type capable of impacting the pavement with a variable force which can be controlled in force and point of impact in order to produce continuous full depth cracking while maintaining aggregate interlock between pieces. Do not use equipment that will cause extensive surface spalling along the crack, that will punch holes in the pavement, or cause shattering of the pavement or base. Spalling over 25 mm (1 in.) in depth will be considered extensive surface spalling. Unguided free-falling weights such as “headache” or “wrecking” balls will not be permitted.

410.03.02 Rubblizing. Before beginning the rubblizing operations, the Engineer will designate a 30 m (100 ft) long test strip location full width of one lane and adjacent shoulder. Rubblize the concrete pavement in the test strip until the material conforms to the specified size requirements for the full depth of the pavement. Excavate a section of the test strip to assure that full depth rubblizing is being achieved. Excavate full depth approximately 1 m x 4 m (3 ft x 13 ft) in size. Use the equipment and operation approved in the test strip for the remainder of the work.

During rubblizing operations, excavate one additional 1 m x 4 m (3 ft x 13 ft) section per day of the rubblizing operation, and any locations so designated, to assure that full depth rubblizing is being achieved. Repeat this excavation procedure whenever the equipment, rubblizing pattern, or breaking force is changed. Backfill all excavated areas with Type 1 Class B aggregate base in accordance with Section 302 at no cost to the Department.

Provide a positive means of protecting passing traffic from flying debris during the rubblizing operations.

Restrict the rubblizing equipment to within 600 mm (24 in.) of the existing joint filler next to approach slabs. Provide equipment suitable for rubblizing these small restricted areas adjacent to the approach slabs.

Remove all visible joint material after rubblizing operations.

Compact the rubblized pavement prior to placing the leveling course using vibratory steel wheel and pneumatic-tired rollers in the following sequence:

1. One complete coverage with a vibratory roller.
2. Two complete coverages with a pneumatic-tired roller.
3. Two complete coverages with a vibratory roller; the last coverage just prior to placing the prime coat and bituminous leveling course.

A complete coverage is defined as a roller pass forward and back within a given area. Use a vibratory steel wheel roller weighing not less than 9.1 metric tons (10 tons). Operate the vibratory rollers in the maximum vibration mode. Use pneumatic-tired rollers weighing a minimum of 27 metric tons (30 tons) consisting of not less than 7 wheels equipped with pneumatic tires of equal size and diameter mounted on 2 axles attached to a rigid frame. Equip pneumatic-tired rollers with a loading platform or body suitable for ballast loading so that the total weight of the roller can be equally distributed to all wheels. The minimum width between the outer edge of the outside tires on a given axle shall be 1.5 m (5 ft). Provide tires with satisfactory treads. The tires on the rear axle shall be so spaced that the entire gap between adjacent tires on the front axle will be covered by 1 tread of the following tires. The tires shall be uniformly inflated so that the air pressure in the seven tires will not vary more than 35 kPa (5 psi). Inflation pressure shall be a minimum of 1,034 kPa (150 psi). Do not operate the rollers at a speed in excess of 1.8 m/s (6 ft/s).

410.03.03 Crack and Seating.

(a) General. Accomplish cracking of the existing concrete pavement one lane at a time. A lane is considered the width of a concrete slab. The number of passes required to achieve full width cracking on any lane will be determined by test sections.

Remove all existing asphalt overlays before the cracking and seating operation as specified in Subsection 108.04.

Remove all joint filler which becomes debonded during the cracking and seating operation and is left loose and exposed on the surface.

Exercise care during the cracking and seating operation to prevent damage to underground utilities and drainage facilities.

(b) Construction Requirements. Test Section. Before cracking and seating operations begin, the Engineer will designate a 30 m (100 ft) long test section full width of one lane and adjacent shoulder. Immediately prior to cracking the test section slabs, apply water to the surface of the slabs in sufficient quantity that the existing cracking can readily be determined. Crack the pavement in the test section to establish the impact energy and the number of transverse passes necessary to crack full width and full depth. Achieve cracking without causing longitudinal cracks under the wheel path. To verify that the procedure is producing full depth and full panel width cracked pavement as specified, take at least 4 cores, 100 mm (4 in.) or more in diameter, in the cracked pavement test section. The exact location where cores are to be taken will be determined. Fill core holes as directed. The established impact energy and the striking pattern required to crack full width and full depth will be used for the remainder of the contract. If the cracked concrete pavement does not conform to the requirements of this Subsection, or the equipment, impact energy, or cracking pattern is changed, crack additional test sections until the equipment and procedure produce cracked pavement as required.

During cracking operations, core the cracked pavement at locations designated at intervals of not less than 1 core per lane kilometer (2 cores per lane mile) for each machine. Consider a 3 m (10 ft) shoulder as a lane. Immediately prior to cracking the concrete pavement, in areas where cores are to be taken, apply water to the surface in sufficient quantity that existing cracking can readily be determined. In the event the cores indicate that cracking is unsatisfactory or if the equipment or procedures are changed, an additional test section will be selected and marked. Crack the additional test section until the equipment and procedure produce cracked pavement as required.

(c) Cracking. Crack existing concrete pavement perpendicular to the centerline to produce individual pavement elements approximately 450 to 500 mm (18 to 20 in.) in size per side without dislodging the cracked

pieces or causing surface spalling. Do not allow the pavement cracking tool to impact the pavement within 300 mm (12 in.) of another break line or the edge of pavement.

Crack transition areas before the milling/grinding operation begins.

Prior to opening the cracked pavement to traffic, sweep the pavement of all loose debris, and repair joints, cracks and spalls which are greater than 18 mm (0.7 in.) in width and greater than 50 mm (2 in.) in depth by patching with premixed bituminous paving material according to Sections 401 and 404. Joints, cracks, and spalls less than 50 mm (2 in.) may be patched with premixed bituminous paving material. After patching, sweep the pavement again and remove all loose debris prior to opening to traffic. Maintain the surface and place premixed bituminous paving material as directed.

Crack and seat the existing surface full width before overlaying. Do not crack adjacent to paved lanes.

(d) Seating. Seat the cracked concrete by making not less than 3 complete coverages over the cracked concrete with a pneumatic-tired roller. A complete coverage is defined as a roller pass forward and back within a given area. Use a pneumatic-tired roller weighing a minimum of 27 metric tons (30 tons) and consisting of not less than 7 wheels equipped with pneumatic tires of equal size and diameter mounted on 2 axles attached to a rigid frame. Equip the pneumatic tired roller with a loading platform or body suitable for ballast loading so that the total weight of the roller can be equally distributed to all wheels. The minimum width between the outer edge of the outside tires on a given axle shall be 1.5 m (5 ft). Provide tires with satisfactory treads. Space the tires on the rear axle so that the entire gap between adjacent tires on the front axle will be covered by 1 tread of the following tires. Uniformly inflate the tires so that the air pressure in the 7 tires will not vary more than 35 kPa (5 psi). Use a minimum inflation pressure of 1,034 kPa (150 psi). Operate the roller at a speed not to exceed 1.8 m/s (6 ft/s). After all segments have been seated, clean loose debris from all joints and cracks by suitable compressed-air equipment.

(e) Resurfacing. Place plantmix leveling course within 24 hours of completing the seating operation. Do not allow traffic on the cracked and seated pavement, except for ramp access, before the plantmix leveling course and at least one lift of the plantmix bituminous surface is in place.

Pave full depth through the plantmix bituminous surface within the same construction season the concrete surface is cracked and seated.

Do not place plantmix paving joints over longitudinal joints in the concrete pavement.

METHOD OF MEASUREMENT

410.04.01 Measurement. Rubblize concrete pavement will be measured by the square meter (square yard).

Crack and seat concrete pavement will be measured by the square meter (square yard).

Premixed bituminous paving material will be measured according to Section 404.

BASIS OF PAYMENT

410.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Rubblize Concrete Pavement	Square Meter (Square Yard)
Crack and Seat Concrete Pavement	Square Meter (Square Yard)

SECTION 501

PORTLAND CEMENT CONCRETE

DESCRIPTION

501.01.01 General. This work consists of Portland cement, fine aggregate, coarse aggregate, water and when specified, admixtures, proportioned, placed, and cured.

MATERIALS

501.02.01 General. Material shall conform to the following Sections:

Water	Section 722
Aggregate for Portland Cement Products	Section 706
Portland Cement	Section 701
Concrete Curing Materials and Admixtures	Section 702

Use lightweight aggregates specified in Subsection 706.03.02 only where lightweight concrete is specified or is approved.

501.02.02 Gradation Requirements. The gradation requirements represent the extreme limits in determining the suitability of material. Maintain the gradation from any one source, for any one contract, at a uniformity such that variations in the fineness modulus will not exceed ± 0.2 from the "Base Fineness Modulus." The "Base Fineness Modulus" shall be the average of the most recent 10 fineness modulus values (or the average of all preceding values if less than 10 have been completed) from any one source, for any one contract. Fine aggregate from any one source, for any one contract, having a variation in fineness modulus of more than 0.2 as prescribed above will be rejected or may be accepted subject to approved changes. The fineness modulus of fine aggregate will be determined by adding the cumulative percentages, by mass, of material retained on each of Standard Metric (U.S. Standard) sieves 4.75 mm (No. 4), 2.36 mm (No. 8), 1.18 mm (No. 16), 600 µm (No. 30), 300 µm (No. 50), and 150 µm (No. 100), and dividing by 100.

Do not mix or store fine aggregates from different sources of supply in the same stockpile. Do not use them alternately in the same class of construction or job-mix without written permission. Such permission will be contingent on amending the job-mix and batch masses as necessary to protect the quality of the concrete produced.

If the fine aggregate for a job-mix is to be a composite material from 2 or more sources, proportion material from respective sources separately or blend by methods which will maintain the degree of uniformity or gradation required.

Produce and stockpile adequate supplies of aggregate sufficiently in advance of construction operations as to permit sampling and testing before use.

Place coarse aggregates which vary widely in gradation in separate stockpiles or bins and recombine in approved proportions. Store different sizes of aggregates in stockpiles sufficiently removed from each other to prevent the materials at the edges of piles from becoming intermixed.

If the source changes for any size of aggregate, allow time for the Engineer to determine the concrete-making properties as provided in Subsection 501.02.04.

501.02.03 Admixtures. Air-entraining admixtures, water reducers and retarders shall conform to Subsections 702.03.02 and 702.03.03.

Admixtures used in Class EA Concrete, Modified shall be an approved chemical admixture for concrete, meeting the requirements of ASTM C494. Use Type "A" admixture when the anticipated high temperature for the day is 27 °C (80 °F) or below. Use Type "D" admixture when the anticipated high temperature is above 27 °C (80 °F). When either Type "A" or "D" admixture is used the maximum slump allowed will be 65 mm (2.5 in.). Do not adjust the water-cement ratio once the chemical admixture has been incorporated into the mix.

Do not use admixtures without written permission, except as otherwise provided in these specifications.

Except as provided herein for pozzolan, do not use admixtures to replace cement. Do not use admixtures containing chlorides as CL– in excess of 1% by mass in prestressed concrete. If admixtures are used to entrain air, to reduce the water-cement ratio, to retard or accelerate setting time, or to accelerate the development of strength, use them at the rate of dosage specified or as approved.

When the use of an air-entraining agent is specified, add it in a quantity conforming to Table I of Subsection 501.03.04.

When a High Range Water Reducing admixture is used, the slump requirements in Table I of Subsection 501.03.04 shall apply to the concrete before the admixture is added, and the slump of the concrete after the admixture is added shall not exceed 150 mm (6 in.).

Accurately measure admixtures into each batch by approved methods.

Except as otherwise provided for air-entraining agents, submit samples of admixtures proposed for use in advance of intended use sufficiently to permit tests to be made to determine compliance with claimed properties.

Discontinue use of admixtures whose properties are not uniform.

Dispense admixtures in liquid form. Use dispensers with sufficient capacity to measure at one time the full quantity required for each batch. Unless liquid admixtures are added to premeasured water for the batch, arrange their discharge into the batch to flow uniformly into the stream of water. Do not vary dosages of liquid admixtures from the dosage approved by more than 5%. Design equipment for measurement for convenient confirmation of the accuracy of measurement. If more than one liquid admixture is used, dispense each by separate equipment unless otherwise permitted in writing.

When water-reducing agents or water-reducing retarders are used, do not exceed the dosage of the admixture which will result in an increase in the drying shrinkage of the concrete in excess of 20% when used in precast, prestressed concrete; 10% when used in cast-in-place prestressed concrete; 10% when used in cast-in-place reinforced concrete; or 3% when used in non-reinforced concrete pavements.

Water reducers shall reduce the water demand of concrete for a given slump at least 7% when used at the maximum dosage recommended by the manufacturer. Do not use set retarders in dosages greater than those recommended by the manufacturer, nor more than that needed to obtain the desired retardation. The strength of the concrete containing the admixture, at the age of 48 hours and longer, shall not be less than that of similar concrete without the admixture.

When proposing to use an air-entraining admixture which has been previously approved, submit a certification stating that the admixture is the same as that previously approved. If proposing an admixture for use essentially the same (with only minor differences in concentration) as another previously approved material, submit a certification stating that the product is essentially the same as the approved admixture and that no other admixture or chemical agent is present.

Either before or during construction, the Engineer may require that the admixture selected be further tested to determine its effect upon the strength of the concrete. The 7 day compressive strength of concrete containing the admixture under test shall not be less than 88% of the strength of concrete made with the same materials, the same cement content, and consistency, but without the admixtures.

Subject to the following conditions, pozzolan conforming to Subsection 702.03.05, may be used to replace up to 17%, by mass, of the required Portland cement in concrete.

Do not replace Type III Portland cement or Type IP “blended” cement with pozzolan.

The replacement of cement with pozzolan shall be at a rate of 1.2 kg (1.2 lb) of pozzolan for each kg (lb) of Portland cement.

Store pozzolan in separate weather-tight facilities.

501.02.04 Concrete Making Properties. Portland cement concrete shall be subject to the following requirements and test methods:

The strength test, as defined above, will be required for each 75 m^3 (100 yd^3) or portion thereof, placed each day. Other cylinders may be made and broken for information purposes.

TEST	TEST DESIGNATION	REQUIREMENTS
Compressive Strength of Molded Concrete Cylinders	ASTM C39*	Table I of Subsection 501.03.04
Making and Curing Concrete Compression and Flexure Test Specimens in the Laboratory	ASTM C192	—
Making and Curing Concrete Compression Test Specimens in the Field	Nev. T428	—
Unit Weight and Cement Factor, Fresh Concrete	Nev. T435	Table I of Subsection 501.03.04
Air Content	Nev. T431	Table I of Subsection 501.03.04
Method of Test for Specific Gravity and Absorption of Coarse Aggregate	Nev. T492	Minimum saturated surface dry condition
Method of Test for Specific Gravity and Absorption of Fine Aggregate	Nev. T493	Minimum saturated surface dry condition
Slump	Nev. T438 or Nev. T439**	Table I of Subsection 501.03.04
Coring Concrete	ASTM C42	Subsection 502.04.01

*The compressive strength requirements of Portland cement concrete will be based on the strength test, which is defined as the average of the breaking strength of 3 cylinders at 28 days.

**Unless otherwise required, Test Method No. Nev. T438 will be used.

STATISTICAL EVALUATION OF CONCRETE STRENGTH. Proportion Portland cement concrete using the aggregates tested, such that the compressive strength requirements in Table I will be satisfied. The 28 day concrete strength will be used as the basis for acceptance. A strength test shall consist of the average strength of 3 cylinders fabricated and tested according to ASTM C39. Compressive strength tests made for acceptance will be evaluated by the moving average method. A moving average is defined as the numerical average of 5 consecutive 28 day strength test results. The first individual test results shall start a moving average and shall meet the moving average strength requirements. Until 5 test results are available, the moving average shall be the numerical average of the existing individual test results.

The minimum moving average strength required shall be the specified 28 day strength with no more than 1 in 10 consecutive tests being allowed to fall below 95% of the specified strength. Should concrete used in the work fail to conform to these requirements, make corrective changes, subject to written approval, in the material mix proportions, in the concrete fabrication procedures, or take other corrective action, before placing additional concrete. In addition, make such corrective changes 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 of 28 days.

If more than 1 in 10 consecutive tests indicate a strength below 95% of the specified strength, the concrete represented by all tests below 95% of specified strength will be subject to the provisions in Subsections 502.04.01 and 504.04.01. Any concrete represented by a single test, which indicates a strength of less than 85% of the specified strength, will be rejected or reviewed as provided in Subsections 502.04.01 and 504.04.01.

Prequalify materials, mix proportions, mixing equipment, and procedures proposed for use, before placement of such concrete. Accomplish prequalification by submission of acceptable certified test data or trial batch test reports. Prequalification data will be based on the use of the same materials and mix proportions to be used in the work.

Certified test data must indicate that not less than 90% of at least 20 consecutive 28 day tests exceed the specified strength, and none of the tests are less than 95% of specified strength. Fewer than 20 consecutive 28 day tests may be submitted as certified test data, but acceptance will be subject to evaluation and approval. In no case shall the number of tests be fewer than 10. Include the most recent strength tests made on concrete of the proposed mix design and made within one year before its proposed use.

Trial batch test reports must indicate that the average compressive strength of 5 standard cylinders, taken from a single batch and tested at 28 days, is at least 15% greater than the specified 28 day compressive strength and no individual cylinder shall have a strength less than the specified strength. The prequalification requirements may be accomplished by substituting test data for concrete tested at 7 days, and such test data will be considered acceptable if it shows that concrete will attain the required compressive strength at 28 days. Supply test data in the report from a trial batch produced not later than 30 days before its proposed use. Whenever air-entrainment is required, the air content of trial batches shall be within the range of the air content specified for the concrete. Obtain trial batch test data from a qualified testing laboratory or from the same batch plant that will produce the concrete.

Produce trial batches only from supplies of aggregates produced, stockpiled and approved for use on the project. Trial batches produced from material sampled from deposits and artificially processed to simulate processing methods will not be accepted.

Perform all tests for prequalification according to either the appropriate Nevada test method or the comparable ASTM or AASHTO test methods. Use testing equipment in good condition and properly calibrated. If the tests are performed during the life of this contract, notify the Engineer sufficiently in advance of performing the tests so that he can witness the test procedures.

Include the following information in the certified test data or trial batch test reports:

(a) Date of mixing.

(b) Mixing equipment and procedures used.

(c) The size of batch in cubic meters (cubic yards), and the mass, type, and source of all ingredients used.

(d) Slump of the concrete.

(e) The air content of the concrete if an air entraining agent is used.

(f) The age at the time of testing and strength of all concrete cylinders tested.

(g) The unit mass of the concrete.

(h) Grading, specific gravity (bulk SSD), and absorprion of the aggregates (Trial batch tests only).

For metric unit contracts, report all certified test data, trial batch test reports, and batch proportions including any admixtures in metric or both metric and English units. For English unit contracts, report all certified test data, trial batch test reports, and batch proportions including any admixtures in English or both English and metric units.

All certified test data or trial batch test reports shall be signed by an official of the firm which performed the tests.

Additional prequalification by testing of trial batches will be required before making any changes which could result in a lowering of the strength or durability of the concrete.

Produce and test trial batches at a sufficiently early date so that the progress of the work is not delayed.

Perform all mix designs and trial batch tests using accredited laboratories. Accreditation shall be obtained from one of the following national accrediting programs:

1. American Association of State Highway and Transportation Officials (AASHTO)
   444 North Capitol St., N.W. Suite 249
   Washington, D.C. 20001

2. American Association for Laboratory Accreditation (A2LA)
   5301 Buckeystown Pike, Ste 350
   Frederick, MD 20878-1409

3. National Voluntary Laboratory Accreditation Program (NVLAP)
   NVLAP Program
   Bldg. 411/Room A124
   100 Bureau Drive Stop 2140
   Gaithersburg, MD 20899-2140

The minimum required test methods and procedures the certificate of accreditation shall include are: ASTM C1077, C31, C39, C40, C117, C127, C128, C136, C138, C143, C172, C173, C192, C617, or AASHTO equivalents.

CONSTRUCTION

501.03.01 Equipment. Employ approved methods in performing the work. Use approved equipment, tools, and machinery for handling materials and executing any part of the work. Have necessary equipment on hand and approved before concrete operations are begun.

Maintain the equipment in good condition and adjustment. Remove concrete mixers and other equipment which are not adequate or suitable for the work.

Provide adequate internal vibrating equipment, including power, to enable the Engineer to fabricate concrete cylinders for testing purposes.

Furnish internal vibrators with rigid or flexible shafts, preferably powered by electric motors, capable of operating at a frequency of 7,000 vibrations per minute or greater. The outside diameter or the side dimensions of the vibrating element shall be at least 19 mm ($^3/_4$ in.) and not greater than 38 mm ($1^1/_2$ in.). The length of the shaft shall be at least 600 mm (24 in.).

501.03.02 Protecting and Sampling Cement. Provide suitable means of storing and protecting the cement against moisture or other injurious effects. Sacked or bulk cement which has become partially set or which contains lumps of caked cement will be rejected and shall be immediately removed from the work site.

Do not mix different brands of cement during use or in storage, nor use alternately in any one structure. Use the same brand and kind of cement in a given structure above the ground line.

Pile the sacked cement as to permit access for tally, inspection, and identification of each shipment.

Obtain from the cement company a certificate stating that the cement delivered to the work complies with the specifications for the type of cement specified for use. Deliver 2 copies of the certificate which is dated, signed, and indicates the quantity of shipment.

Upon receipt of the Certificate of Compliance, the Engineer may permit the use of the cement.

When a Certificate of Compliance is not furnished, do not use the cement in the work until a release for its use has been received from the Department's Materials Division. Give the Department sufficient time to make a 7 day test on approved brands of cement in common use, and a 28 day test on new or unapproved brands of cement.

Whenever it is determined by subsequent laboratory tests of mill or field samples that the cement does not comply with the specifications, subsequent use of cement from the same cement company will be delayed, if required by the laboratory, until tests can be made on each lot of cement delivered.

Remove from the work any cement not conforming to the specifications, or damaged by exposure to moisture.

501.03.03 Storage of Aggregates. Perform the handling and storage of aggregates as to prevent segregation or contamination by foreign materials.

Maintain aggregate stockpiles in saturated surface dry condition as directed.

In placing materials in storage or in moving them from storage to the mixer, discontinue any method which may cause the segregation, degradation, or the combining of material of different gradings which will result in any stockpile or bunker failing to meet specified requirements; and reprocess or waste the materials.

501.03.04 Classifications and Proportions. Give not less than 32 days notification in advance of use of the proposed sources of materials and make arrangements for the Engineer to obtain samples as required for testing purposes.

When requested, exceptions to the above requirement may be granted in writing by the Engineer under either of the following conditions:

(a) The concrete structures on the project are minor in nature, such as culvert headwalls, manholes, small boxes, sidewalks, etc., generally, when the total concrete is less than 75 m^3 (100 yd^3).

(b) When the aggregate source has been previously tested within the past one year and accepted by the Department. The gradation shall meet the requirements shown in the table in Subsection 706.02.01.

Samples will not exceed 225 kg (500 lb) for each separate grading.

Furnish a written concrete mix design giving the cement factor in kg/m^3 (lb/yd^3), the source and proportions of cement, water, and each size of aggregate by mass in a saturated surface dry condition, per m^3 (yd^3) of concrete and the percentage of air in the concrete proposed for use in the work. The mix design shall also show the gradation for each individual primary aggregate nominal size, and the mathematically combined gradation of the proposed proportions of each individual size. If proposing to use an admixture or additive, state its complete brand name and the quantity proposed to be used per m^3 (yd^3) of concrete.

Proportion Portland cement concrete by mass, such that the requirements in Table I will be satisfied. Give advance notice in writing when any changes are to be made in the batch proportions. In the case of Class EA concrete no changes will be allowed without new laboratory trial testing and subsequent approval.

Do not vary batches of concrete more than plus or minus 50 kg/m^3 (3 lb/ft^3) in unit mass from design mix. The cement factor of any individual batch placed in the work shall not be more than 8.4 kg/m^3 (14 lb/yd^3) less, nor more than 14.0 kg/m^3 (23 lb/yd^3) greater than the designated cement factor. Batch aggregates and report by mass to the Engineer. The masses used may be varied as necessary to comply with the above tolerances in cement factor and unit mass.

For “Class EA Concrete, Modified” perform laboratory trial tests to determine strength and compatibility of all materials (as specified in Table I of this Subsection and in Subsection 501.02.03) to be used. Have an approved laboratory perform the tests and furnish documentation of such tests. Laboratory trial batches may be observed by the Engineer.

TABLE I

Class of Concrete	Cement Range kg/m³ (lb/yd³)	Coarse Aggregate Size No.***	Max. Water Cement Ratio * kg/kg (lb/lb)	Minimum 28 day Compressive Strength ** MPa (psi)	Slump Range mm (in.) (Nev.T438)	Entrained Air Range %	Unit Mass Variation kg/m³ (lb/ft³)	Use
A	330-420 (564-705)	467	0.47 (0.47)	21 (3000)	25-100 (1-4)	— —	± 50 (± 3)	General use and reinforced structures
AA	330-420 (564-705)	467	0.47 (0.47)	21 (3000)	25-100 (1-4)	4-7 —	± 50 (± 3)	
B	300-420 (517-705)	357	0.47 (0.47)	21 (3000)	25-125 (1-5)	— —	± 50 (± 3)	Masssive or lightly reinforced sections
BA	300-420 (517-705)	357	0.47 (0.47)	21 (3000)	25-100 (1-4)	4-7 —	± 50 (± 3)	
C	280-360 (470-611)	357	0.60 (0.60)	17 (2500)	25-125 (1-5)	— —	± 50 (± 3)	Masssive unreinforced and backfill
CA	300-390 (517-658)	357	0.51 (0.51)	17 (2500)	25-125 (1-5)	4-7 —	± 50 (± 3)	
D	330-420 (564-705)	67	0.47 (0.47)	21 (3000)	25-100 (1-4)	— —	± 50 (± 3)	Thin reinforced sections, hand rails, etc.
DA	330-450 (564-752)	67	0.47 (0.47)	21 (3000)	25-100 (1-4)	4-7 —	± 50 (± 3)	
PAA	330-450 (564-752)	67	0.47 (0.47)	Specified on Plans	0-100 (0-4)	Specified on Plans	± 50 (± 3)	Prestressed members
Modified A and AA	330-450 (564-752)	467	0.47 (0.47)	Specified on Plans	25-100 (0-4)	4-7 (AA only)	± 50 (± 3)	Where specified on plans
Modified D and DA	330-450 (564-752)	67	0.47 (0.47)	Specified on Plans	25-100 (0-4)	4-7 (DA only)	± 50 (± 3)	Where specified on plans
Modified EA	360-450 (611-752)	57	0.44 (0.44)	Specified on Plans	25-65 (1-2.5)	5-7	± 50 (± 3)	Roadway deck slabs, slab spans of bridges, approach slabs and barrier rail

*Based on aggregate in a saturated surface dry condition.
**Attention is directed to Subsection 501.02.04 for the moving average method of evaluating concrete.
***Size No. 57 may be used in lieu of Size No. 67 in any class of concrete requiring the use of size No. 67. If No. 57 is used in lieu of No. 67 in Class A or AA concrete, the grading limits for Size No. 467, as listed in Subsection 706.03.01, shall still apply.

501.03.05 Proportioning Methods. Except as hereinafter noted, aggregate bins shall conform to either (a) or (b) as follows:

(a) Store each specified size of aggregate in a separate bin. Provide each bin with an individual outlet gate, designed and constructed to prevent leakage when closed. Design the gates to cut off quickly and completely.

(b) Weigh each size aggregate individually in a single bin. Provide a satisfactory method to eliminate any excess material resulting from over-charging of the bin before the material reaches the surge hopper.

Adherence to (a) and (b) above will not be required when batching for culvert headwalls, manholes, small boxes, sidewalks, etc., and the total quantity of Class A, AA, D, or DA concrete called for on the project does not exceed 230 m^3 (300 yd^3).

Proportion all aggregates by mass, with the exception that aggregates for culvert headwalls, short pieces of curbs and gutter, or small sections of sidewalk and related minor work may be proportioned either by mass or volume. Furnish and use measuring boxes of known capacity to measure each size of aggregate proportioned by volume.

Weigh bulk cement separately when the batch is 0.75 m^3 (1 yd^3) or more. Keep the scale and weigh hopper for the cement separate and distinct from the aggregate hopper or hoppers. Interlock the discharge mechanism of the bulk cement hopper against opening before the full amount of cement is in the hopper, against closing before the contents of the hopper are entirely discharged and the scales are back in balance, and against opening when the amount of cement in the hopper is under mass by more than 1% of the amount specified. An interlock system is not required on projects having less than 230 m^3 (300 yd^3) of concrete in the proposal.

Scales utilized in the proportioning device may be of the springless dial type or of the multiple beam type.

If of the dial type, size and arrange the dial so it may be read easily from the operating platform.

If of the multiple beam type, provide the scales with an indicator operated by the main beam which will give positive visible evidence of over or under mass. Design the indicator so that it will operate during the addition of the last 180 kg (400 lb) of any weighing. The over travel of the indicator hand shall be at least $1/3$ of the loading travel. Enclose the indicator against moisture and dust.

Insulate weighing equipment against vibration or movement of other operating equipment in the plant. When the entire plant is running, the scale reading and cutoff shall not vary from the mass designated by more than 1% for cement and 1.5% for any size of aggregate, nor 1% for the total aggregate in any batch.

Use approved scales with a Certificate of Inspection as required in Subsection 109.01.

Should separate supplies of aggregate and material of the same size group, but of different moisture content or specific gravity be available at the proportioning plant, make withdrawals from one supply exclusively and the material therein completely exhausted before starting upon another.

Use stockpiled aggregates in a saturated surface dry condition just before batching. The moisture content of the aggregate shall be such that no visible separation of moisture and aggregate will take place during transportation from the proportioning plant to the point of mixing. Stockpile aggregate containing excess moisture before use until sufficiently dried to meet the above requirements.

Mix batches with cement in contact with damp aggregates within 30 minutes after being proportioned. Construct batch trucks hauling more than one batch of cement and aggregate so that materials do not flow from one compartment to another during haul or discharge.

Handle and measure coarse and fine aggregate separately. Empty cement directly into charging skip of the mixer. Measure water either by volume or by mass.

Use tanks or other equipment sufficiently accurate for measuring and discharging water into the mixer so that the amount of water delivered to the mixer for any batch shall not vary more than 1% from the required quantity of water for any position of the mixer with respect to level plane. Arrange the tanks or other equipment so as to permit the checking of the amount of water delivered by discharging into measured containers. Discharge water rapidly in one operation into the mixing drum without dribbling. Design the equipment so that water from the source of supply cannot enter the measuring tank while the water is being discharged from the measuring tank into the mixer.

501.03.06 Machine Mixing.

(a) General. Mix concrete in mechanically operated mixers, except that when permitted, batches not exceeding 0.25 m^3 ($\frac{1}{3}$ yd^3) may be mixed by hand methods according to Subsection 501.03.07. Attach permanent legible plates on mixers showing manufacturer's rated capacity, mixing speeds, and serial number.

Mixers may be stationary mixers or truck mixers. Agitators may be truck mixers operating at agitating speed or truck agitators. Attach a metal plate or plates on each mixer and agitator in a prominent place 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.

Furnish samples of the fresh concrete and provide safe and satisfactory facilities for obtaining the samples.

Concrete mixers may be of the revolving drum or the revolving blade type. Operate the mixing drum or blades uniformly at the mixing speed recommended by the manufacturer.

Maintain the temperature of materials as charged into the mixer such that the temperature of the mixed concrete at the time it is placed in final position is not less than 10 °C (50 °F) nor more than 32 °C (90 °F) as specified in Subsection 501.03.10 (b). Aggregates and water used for mixing shall not exceed 65 °C (150 °F).

Mix concrete for structures for a period of not less than 1 minute nor more than 5 minutes after all materials, including water, are in the mixer.

Batch and charge cement into the mixer by means that will not result either in loss of cement due to the effect of wind, or in accumulation of cement on surfaces of conveyors or hoppers, or in other conditions which reduce or vary the required quantity of cement in the concrete mixture.

Operate stationary mixers having a capacity of 0.75 m^3 (1 yd^3) or more and all paving mixers with an automatic timing device that can be locked by the Engineer. Interlock the timing device and discharge mechanisms so that during normal operations no part of the batch will be discharged until the specified mixing time has elapsed.

Do not exceed 30 minutes total elapsed time between the intermingling of damp aggregates and cement and the start of mixing.

Do not use mixers and agitators which have an accumulation of hard concrete or mortar or worn blades.

When central-mixed concrete is furnished and non-agitating hauling equipment is used for transporting concrete to the delivery point, for Portland cement concrete pavement, complete discharge into the concrete paver within 45 minutes after the addition of the cement to the aggregates.

(b) On-Site Mixed Concrete. When mixing at the site of the work use mixers of the paving or stationary type. Do not exceed the rated capacity of mixers as determined by the standard requirements of the AGC, except as follows:

> In paving mixers used for Portland cement concrete pavement, concrete slope protection, curbs, and sidewalks, the size of batch may exceed the rated capacity of the mixer to a total of 0.92 m^3 (32.4 ft^3) in 27 E mixers and 1.15 m^3 (40.8 ft^3) in 34 E mixers. When such paving mixers are operating on grades in excess of 6%, the size of batch shall not exceed 0.84 m^3 (29.7 ft^3) in 27 E mixers nor 1.06 m^3 (37.4 ft^3) in 34 E mixers. Design the mixer to hold the overcharge without spillage and to not reduce the uniformity and strength of the resulting concrete.

(c) Ready-Mixed Concrete. Ready-mixed concrete shall include central-mixed, shrink-mixed and transit-mixed concrete. Shrink-mixed concrete is that which has been mixed partially in a stationary mixer and the mixing completed in a truck mixer.

Do not exceed the rated capacity in truck mixers and truck agitators as determined by the current standard requirements of the Truck Mixer Manufacturers Bureau. Do not exceed the rated capacity in stationary mixers as determined by the standard requirements of the AGC.

Store approved cement at the concrete plant in such a manner that it can be identified and kept separate from other cement.

Transport ready-mixed concrete for structures in truck mixers or truck agitators.

The mixer, when loaded to capacity, shall be capable of combining the ingredients of the concrete into a thoroughly mixed and uniform mass within the specified time, and of discharging the concrete with a satisfactory degree of uniformity. The agitator, when loaded to capacity, shall be capable of maintaining the mixed concrete in a thoroughly mixed uniform mass and of discharging the concrete with a satisfactory degree of uniformity.

Mixers and agitators will be examined periodically for changes in condition due to accumulation of hardened concrete or mortar or to wear of the blades. When any such change of condition is found, subject the concrete to the slump tests. If the tests indicate that the concrete is not being properly mixed, correct the faulty equipment before its further use is allowed.

Equip truck mixers with electrically or mechanically actuated revolution counters by which the number of revolutions of the drum or blades may be readily verified. Use counters of the continuous-registering, non-resettable type, which accurately register the number of revolutions, and mount on the truck mixer so that the Engineer may safely and conveniently inspect them from alongside the truck.

When a truck mixer is used, mix each batch of concrete for not less than 70 nor more than 100 revolutions of the drum or blades at the rate of rotation designated by the manufacturer of the equipment as mixing speed. If any additional mixing is done, mix at the speed designated by the manufacturer of the equipment as agitating speed.

When shrink-mixed concrete is furnished, all requirements for transit-mixed concrete shall apply. No credit in the number of revolutions at mixing speed will be allowed for partial mixing in a central plant.

Do not incorporate additional mixing water into the concrete during hauling or after arrival at the delivery point, unless permitted. If additional water is incorporated into the concrete, revolve the drum not less than 30 revolutions at mixing speed after the water is added and before discharge is commenced.

Control the rate of discharge of mixed concrete from truck mixer-agitators by the speed of rotation of the drum in the discharge direction with the discharge gate fully open.

When truck mixer or truck agitator is used for transporting concrete that has been completely mixed in a stationary mixer, mix during transportation at the agitating speed designated by the manufacturer of the equipment.

When a truck mixer or agitator is used for transporting concrete, deliver the concrete to the site of the work and complete discharge within 90 minutes after the introduction of the mixing water to the cement and aggregates, or the introduction of the cement to the aggregates. In hot weather, or under conditions contributing to quick stiffening of the concrete, a delivery time of less than 90 minutes may be required. When a truck mixer is used for the complete mixing of the concrete, begin the mixing operations within 30 minutes after the cement has been intermingled with the aggregate.

A request in writing may be submitted for approval to exceed the specified 90 minute time limit for the discharge of the concrete. Include in the request the maximum time limit requested, the name and dosage rate of the admixture, and the identification of the mix design with which the admixture will be used. Design the admixture specifically for the purpose of controlling slump loss and temperature increase, by stopping or slowing the rate of hydration of the cement. A new mix design and/or a new trial batch may be required before approval. The request will be considered only when the mixing plant is such a distance from the site of work that it is not practical to have the mixed concrete delivered and placed within the 90 minute time limit.

All other requirements of the specifications shall remain in effect when using the admixture, including slump and temperature requirements.

If the mixing plant is such a distance from the site of the work that is not practical to have the mixed concrete delivered and placed in forms within the time limit specified, do not add cement and water until such time requirement can be complied with.

The organization supplying concrete shall have sufficient plant capacity and transporting apparatus to insure continuous delivery at the rate required. Provide a rate of delivery of concrete such as to allow for the proper handling and placing of concrete. An interval of more than 45 minutes between any 2 consecutive batches or loads, a delivery and placing rate of less than 6 m^3 (8 yd^3) of concrete per hour on work other than new bridge decks, or a delivery and placing rate of less than 6 m (20 ft) per hour of new concrete bridge decks, will constitute cause for shutting down work for the remainder of the day. If so ordered to shut down, make a construction joint at the location and of the type directed in the concrete already placed.

After mixing of ready-mixed concrete has been completed, agitate it continuously at agitating speed until it has been discharged from the drum.

Concrete with unmixed lumps of cement in the mixed product will be rejected.

Use a ticket system for recording the transportation and delivery of batches from the plant to the site of the work. The tickets will be issued by a Department inspector to the truck operator at the plant for each load. Deliver the tickets to the Department inspector at the site of the work. Do not use loads which do not carry such tickets.

501.03.07 Hand Mixing. Do not hand mix, except in case of an emergency or under written permission. Do not hand mix concrete to be placed under water. Hand mix only on watertight platforms. Spread the sand evenly over the platform and the cement spread upon it. Thoroughly mix the sand and cement while dry by means of shovels until the mixture is of uniform color, after which form it into a "crater" and add water in the amount necessary to produce mortar of the proper consistency. Then shovel the material upon the outer portion of the "crater" ring to the center and turn and slice the entire mass until a uniform consistency is produced. Thoroughly wet and add the coarse aggregate to the mortar and turn and re-turn the entire mass at least 6 times and until all of the stone particles are thoroughly covered with mortar and the mixture is of a uniform color and appearance.

501.03.08 Retempering. Mix concrete only in such quantities as are required for immediate use and place before initial set has taken place. Waste any concrete in which initial set has begun. Do not retemper concrete.

501.03.09 Curing.

(a) General. Cure all concrete for the length of time hereinafter specified. If Type III cement is used, the curing time may be reduced as directed. In low temperatures, increase the curing time according to the procedure specified in Subsection 501.03.10 (b).

Commence curing immediately upon completion of the finish. In the event that the application or placement of the curing medium is delayed, cure as described under (b) below.

(b) Water Method. Keep the concrete continuously wet by the application of water for a minimum period of 7 days after the concrete has been placed.

Use fogging equipment capable of applying water through an atomizing nozzle in the form of a fine mist, not a spray. The equipment may use water pumped under adequate high pressure, or a combination of air and water pumped under high pressure. Use equipment sufficiently portable for use in the direction of any prevailing wind. Adapt equipment for intermittent use as directed to prevent excessive wetting of the concrete.

Cotton mats, rugs, carpets, or earth or sand blankets may be used as a curing medium to retain the moisture. Use cotton mats, rugs, or carpets of such character that they will retain water.

(c) Curing Compound Method. From the time of initial strike off of the concrete until finishing is completed and required curing is in place, fog the unformed surfaces of slab concrete in bridge decks and exposed slabs of culverts as specified in (b) above when necessary to replace water loss due to evaporation.

Uniformly spray the entire surface of the concrete with a curing compound conforming to Subsection 702.03.01, except as hereinafter specified for concrete bridge decks that are to be the roadway surface. Apply the curing compound to the exposed surface at a uniform minimal rate of 0.27 L/m^2 (1 gal/150 ft^2) of area. Apply when a light film of water is present on the surface. If the surface is dry, add water as specified in (b) above before applying curing compound.

Hold foot traffic to a minimum and do not use these surfaces as a work area during the cure period. Immediately repair any damaged portions of the curing film with additional compound before the expiration of 7 days.

Do not apply the curing compound until all patching and surface finishing, except grinding, has been completed. When ordered during periods of hot weather, continue fogging of the concrete with water after curing compound is applied until no longer required. Such fogging after the application of the curing compound will be paid for as extra work as provided in Subsection 104.03.

Deliver the curing compound to the work in ready-mixed form. At the time of use, supply the compound in a thoroughly mixed condition with the pigment uniformly dispersed throughout the vehicle. Do not dilute or alter the compound in any manner after manufacture, unless dilution is recommended by the manufacturer.

Provide curing compounds which remain sprayable at temperatures above 4 °C (40 °F) and do not hard settle in storage.

Warm curing compound that has become chilled to such an extent that it is too viscous for satisfactory application to a temperature not exceeding 38 °C (100 °F).

Package the curing compound in clean 208 L (55 gal) steel barrels or round 18.9 L (5 gal) steel containers or supply from a suitable storage tank located at the jobsite. Equip each 208 L (55 gal) barrel with a built-in agitator having 2 sets of blades; one at the bottom, and the second, midway between top and bottom, and with removable lids and airtight band fasteners. Keep on-site storage tanks clean and free of all contaminants. Provide each tank with a permanent system designed to completely redisperse any settled material without introducing air or any other foreign substance. Fill barrels in a manner that will prevent skinning. Seal 18.9 L (5 gal) containers well with ring seals and lug type crimp lids. Provide lining of the containers which will resist the solvent of the curing compound and not permit skins to be loosened into the body of the curing compound. Label each container with the manufacturer's name, batch number, type of compound, number of liters, and date of manufacture. Also label with an Interstate Commerce Commission Red Label warning concerning flammability. The label shall also warn that the curing compound shall be well stirred before use. When the curing compound is shipped in tanks or tank trucks, supply a shipping invoice with each load containing the same information as that required herein for container labels.

Curing compound may be sampled by the Engineer at the source of supply or at the job site or at both locations.

Compound not used within 120 days after the date of manufacture, may require additional testing before use, to determine compliance to requirements.

Cure Portland cement concrete bridge decks that are to be roadway surfaces with a bridge deck curing compound conforming to Subsection 702.03.04. Treat the top surface area of concrete bridge decks. Exercise care to keep the compound off all parapets or other surfaces which are to receive a "Fine Surface Finish ("FSF")."

The application rate of the bridge deck curing compound, at any point, shall be 0.30 ± 0.05 L/m^2 (1 gal/135 ft^2 ± 20 ft^2). Equip power operated spraying equipment for application of curing compound with an operational pressure gage and means of controlling the pressure.

Apply the curing compound to the top surface of concrete bridge decks following the surface finishing operation immediately after the moisture sheen begins to disappear from the surface, but before any drying shrinkage or craze cracks begin to appear. In the event of any delay in the application of curing compound, which could result in any drying or cracking of the surface, immediately start application of water with an atomizing nozzle as specified in (b) above, and continue until application of the compound is resumed or started. Do not apply compound over any resulting free standing water. Immediately repair any damaged portions of the curing film with additional compound before the expiration of 7 days.

(d) Waterproof Membrane Method. Keep the exposed finished surfaces of concrete damp with water using an atomizing nozzle, as specified in (b) above, until the concrete has set. Place the curing membrane after the concrete has set. Form the membrane into sheets of such width as to provide a complete cover of the entire concrete surface. Securely cement all joints in the sheets together in such a manner as to provide a waterproof joint. Overlap sheets a minimum of 450 mm (18 in.). Securely weigh down the sheets by placing a bank of earth on the edges of the sheets or by other satisfactory means.

Sheeting material shall conform to Subsection 702.03.01.

Keep the curing membrane in place for not less than 7 days. Immediately repair any broken or damaged portions before the expiration of the curing period with new sheets properly cemented into place, or water cure as described above. Do not use sections of the membrane which have lost their waterproof qualities or have been damaged to such an extent as to render them unfit for curing.

(e) Form Method. Forms kept on concrete surfaces will be considered adequate cure. Use one of the above methods on the exposed surfaces if the forms are removed within 7 days after the concrete has been placed.

See Subsection 502.03.12.

501.03.10 Weather Limitations.

(a) General. If impending inclement weather conditions exist, decide whether or not to begin the pour.

Before any concrete is placed, have adequate provisions readily available as approved, to protect the concrete from any impending weather conditions. In case precipitation should occur after placing operations have started, provide ample covering to protect the work. Stop the placing of concrete before the quantity of precipitation is sufficient to cause a flow or to wash the surface.

(b) Cold Weather—General. Maintain concrete at a temperature of not less than 10 °C (50 °F) for the first 3 days and not less than 4 °C (40 °F) for the next 4 days. The count of time will commence immediately upon completion of final placement and vibration.

One 24 hour period shall constitute 1 day.

The temperature of the concrete will be determined by placement of thermometers on the concrete surfaces and properly insulating said devices to record the surface temperature of the concrete according to Test Method No. Nev. T440. Temperature will be monitored continuously throughout the total protection time required by this Subsection. If the surface temperature of the concrete falls below 4 °C (40 °F) for a duration of 3 hours or more in any 24 hour period during the time of temperature protection, the time will be increased 1 day for each day this occurs. Maintain an absolute minimum temperature of 2 °C (35 °F) for the total time of protection specified. Should the temperature of the concrete fall below 2 °C (35 °F) at any time, damage may occur. The assessment of damage will be determined by the Department and concrete so damaged may require repair or replacement at the option of the Engineer.

Supply the concrete at a temperature of at least 10 °C (50 °F) and not more than 32 °C (90 °F) at the time of placing. See Subsection 501.03.06. Do not use heating equipment or methods which alter or prevent the entrainment of the required amount of air in the concrete. Use equipment capable of heating the materials uniformly. Do not heat aggregates and water used for mixing to a temperature exceeding 66 °C (150 °F). Do not use concrete containing frost or lumps at the time of placing.

Stockpiled aggregates may be heated by the use of dry heat or steam. Do not heat aggregates directly by gas or oil flame or on sheet metal over fire. Do not use live steam on or through binned aggregates.

Maintain reinforcing steel free of ice, snow or frost during placement of concrete. Do not place concrete on frozen ground.

(c) Low Temperature Protection.

1. General. After the concrete has been placed, take means to protect the concrete from any impending low temperatures. Methods and materials not hereinafter prescribed may be used if approved and the following requirements adhered to:

a. Use fire resistant materials.

b. Use waterproof materials.

c. Use materials which do not adhere, abraid, or damage the surface of the concrete.

2. Insulating Blankets. Use fire resistant and waterproof insulating blankets to protect concrete from low temperatures. Secure the blankets and overlap along the edges and joints to insure that no opening will exist in the protection due to high winds or other adverse conditions. Make provisions to allow the reading of any thermometers placed inside of the protection. When depositing concrete against previously cast concrete, extend the blanket insulation at least 350 mm (14 in.) onto the existing concrete and securely hold in place.

3. Heating and Housing. Concrete may be protected by applying artificial heat within an enclosure. Construct the enclosure with fire resistant material, unless otherwise approved. Arrange the heating system so as to provide uniform heating, insuring that the concrete farthest from the source of heat is receiving adequate protection without drying the concrete near the source of heat so as to cause shrinkage cracks.

(d) Hot Weather. Supply concrete at a temperature of not more than 32 °C (90 °F) measured immediately before placement.

For continuous placement on the deck on continuous steel units, retard the initial set of the concrete sufficiently to insure that it remains plastic in not less than the span immediately preceding the one being placed.

For both simple and continuous spans, submit a retardation schedule for approval.

The consistency of the concrete as placed should allow the completion of initial finishing operations without the addition of water to the surface.

When conditions are such that additional moisture is needed for initial finishing, apply the required water to the surface by fog spray only, and hold to a minimum amount. Apply fog spray for this purpose as specified in Subsection 501.03.09 (b).

From the time of initial strike-off until final finish is complete, protect the unformed surfaces of slab concrete from rapid evaporation of mixing water from the concrete due to wind, high temperature, low humidity, or combinations thereof.

Use fogging equipment capable of providing a fog mist, as necessary, to the area between the finishing machine and the tining machine. The fogging equipment shall meet the requirements of Subsection 501.03.09 (b). If at any time it becomes apparent that the combination of fogging and curing application are not, or will not be effective in preventing plastic shrinkage cracking, stop the concrete placement until environmental conditions improve substantially, or until other preventative measures are approved in writing.

BASIS OF PAYMENT

501.05.01 Payment. Portland cement concrete will be measured and paid for by the provisions specified in the various Sections of these specifications covering construction requiring concrete.

SECTION 502

CONCRETE STRUCTURES

DESCRIPTION

502.01.01 General. This work consists of furnishing and placing Portland cement concrete in bridges, culverts, headwalls, retaining walls, barrier rail, and other structures.

This work shall also consist of furnishing and installing joint seals and expansion joints and furnishing and placing elastomeric concrete.

MATERIALS

502.02.01 General. Material shall conform to the following Sections:

Portland Cement Concrete	Section 501
Concrete Curing Materials and Admixtures	Section 702
Joint Materials	Section 707
Reinforcement	Section 713
Miscellaneous Metals	Section 712
Elastomeric Bearing Pads	Section 725
Concrete Surface Finishing Material	Section 727

Use concrete of the class or classes designated in the proposal and on the plans. Unless otherwise specified, use Class A or Class AA concrete. Class D may be substituted for Class A concrete or Class DA may be substituted for Class AA concrete.

502.02.02 Strip Seal Expansion Joints. The strip seal expansion joints shall consist of a neoprene strip seal and steel restrainer. Weld anchorage rods to the steel restrainers as shown on the plans and as hereinafter specified.

The steel restrainers shall conform to the following requirements:

(a) Be extruded or hot rolled steel conforming to ASTM A588 or galvanized ASTM A36. Not be built-up welded sections.

(b) Provide a mechanical locking groove for the neoprene strip seals conforming generally to the configuration shown on the plans. Any dimensions shown on the plans are mandatory.

(c) Have a flat upper surface to provide a smooth riding surface across the joint.

(d) Have a minimum 7.9 mm ($^5/_{16}$ in.) metal thickness as measured from the internal locking mechanism to any outside edge.

The neoprene strip seals shall conform to the following requirements:

(a) Conform to ASTM D2628, except for the recovery and compression tests.

(b) Lock into the groove of the steel restrainer to form a watertight seal.

(c) Be manufactured and installed in one continuous piece. If indicated on the plans, special intersections shall be shop fabricated in a mold under heat and pressure.

(d) Not be any part of the load bearing riding surface.

(e) Be recessed below the normal riding surface throughout the limits of movement of the joint.

Lubricant adhesive used in bonding the neoprene strip seal to the steel restrainers shall be a one part moisture curing polyurethane and hydrocarbon solvent mixture conforming to ASTM D4070.

The anchor bars shall conform to ASTM A588 or galvanized ASTM A36. An alternate anchorage detail may be used upon approval.

502.02.03 Elastomeric Concrete. Elastomeric concrete shall consist of fluid thermosetting binder composed of resin and hardener and aggregate which may include filler materials. The elastomeric concrete shall

be elastic, flexible and have a high bond strength to concrete and steel. Exact components, mixing proportions, temperature and weather limitations, shall be as recommended by the manufacturer.

Accompany each shipment of elastomeric binder with a Material Safety Data Sheet (MSDS).

Prepackage all components for unit mixing. Package reactive components in airtight containers and protected from light and moisture. Package aggregate and filler materials so as to protect them from moisture or other contamination.

Grade aggregate such that 100% passes the 16 mm ($^5/_8$ in.) sieve and no more than 5% is retained on the 12.5 mm ($^1/_2$ in.) sieve. All other grading requirements shall be as required by the manufacturer.

The binder and binder-aggregate system shall meet the following requirements when prepared and tested using the specified methods. Cure test specimens at 23 °C (74 °F) ± 2 °C (4 °F) and 50 ± 10% relative humidity for 7 days before testing unless they are to be oven aged. Maintain oven aging specimens at 60 °C (140 °F) ± 2 °C (4 °F) for 30 days before testing.

Test	Test Method	Requirement	
		Minimum	Maximum
Requirements for the binder after 7 day cure:			
Brittleness by Impact, kg·m (ft-lb)	*	1.0 (7.0)	—
Tensile Strength, kPa (psi)	ASTM D638 **	3,500 (500)	—
Tensile Stress, kPa (psi)	ASTM D638 **	—	3,500 (500)
Ultimate Elongation, %	ASTM D638 **	80	—
Tear Resistance, N/mm (lb/in.)	ASTM D624 **	14 (80)	—
Requirements for binder after 30 day oven aging:			
Brittleness by Impact, kg·m (ft-lb)	*	1.0 (7.0)	—
Tensile Strength, kPa (psi)	ASTM D638 **	3,500 (500)	—
Tensile Stress, kPa (psi)	ASTM D638 **	—	5,500 (800)
Ultimate Elongation, %	ASTM D638 **	50	—
Requirements for the complete binder-aggregate mixture after 7 day cure:			
Compressive Stress, MPa (psi)	ASTM D695 **	5.5 (800)	21 (3,000)
Resilience, %	*	70	—

* As in the following Testing Requirements.
** As modified in the following Testing Requirements.

(a) Testing Requirements.

1. Preparation. Specimens are to be prepared by thoroughly mixing the components in the ratios specified by the manufacturer. Before mixing, the components are to be heated to the temperatures recommended by the manufacturer, if required, during placement to provide a workable mixture and give an initial cure representative of field placement. Do no apply heat after mixing.

2. Curing. After removing specimens from the molds, specimens shall be cured either at 23 °C (73 °F) ± 2 °C (4 °F) for 7 days or at 60 °C (140 °F) ± 2 °C (4 °F) for 30 days, as specified, and tested at the end of this period.

3. Procedures. Brittleness by Impact specimens shall be a cast disc with 62.5 mm (2.5 in.) ± 1 mm (0.05 in.) diameter and 9.5 mm (0.375 in.) ± 0.25 mm (0.010 in.) thickness. Faces are to be sanded flat and parallel. After 7 day cure, the specimen is conditioned to 0 °C (32 °F) by immersion in ice water. Before each impact, the specimen is removed from the ice water, towelled dry and placed on a dry machined steel plate. A 0.45 kg (1.0 lb) steel ball is immediately dropped onto the center of the specimen from an initial height of 1.5 m (5 ft). The drop height is increased in 0.15 m (0.5 ft) intervals until the specimen fails by cracking. The average value determined from 4 specimens shall be expressed in kg·m (ft-lb).

The Tensile Strength specimens shall conform to the Type IV specimen with dimension WO of 25 mm (1 in.). This corresponds to Die C of ASTM D412. Thickness and width of the specimen neck shall be measured by dial gage or caliper and the cross-sectional area determined. An initial test machine jaw separation of 50 mm (2 in.) and a crosshead speed of 50 mm (2 in.) per minute shall be used. The specimen shall be loaded to failure and the maximum load used to determine the tensile strength. At least 8 specimens shall be tested. Specimens with obvious flaws shall be discarded.

The Tensile Stress test shall conform to the requirements of the Tensile Strength test specified above, using the same specimens. The load shall be measured when the elongation is 12.5 mm (0.5 in.) based on crosshead travel. This load shall be used to determine the Tensile Stress.

The Ultimate Elongation test shall conform to the requirements of the Tensile Strength test specified above, using the same specimens. Ultimate Elongation shall be determined from the initial jaw separation and the amount of crosshead travel at failure, expressed as a percent of the original gage length.

Tear Resistance test shall be conducted using Die C specimens. Thickness of the specimen at the point of tear shall be measured by a dial gage before testing. An initial testing machine jaw separation of 50 mm (2 in.) and a crosshead speed of 50 mm (2 in.) per minute shall be used. A minimum of 5 specimens shall be tested.

Compression Stress tests shall be conducted on cast 50 mm (2 in.) cubes. Test specimens shall have flat, parallel opposing faces free from irregularities. Thickness of specimens shall be determined to within 25 μm (0.001 in.) before loading. Specimens shall be placed in a compression machine and the dial gage zeroed at 450 N (100 lb). The load shall be increased at a rate of 4 mm (0.15 in.) per minute until a deflection of 2.5 mm (0.10 in.) is reached, the compressive load at this point is used to determine the compressive stress.

The Resilience test is a continuation of the Compressive Stress test. After removal of the load, the test specimen is allowed to recover for 5 minutes after which the thickness is remeasured. Resilience is the percent recovery calculated as follows:

$$\text{Resilience, } \% = \frac{(A + FT - IT) \times 100}{A}$$

Where: FT = Final Thickness, mm (in.)
IT = Initial Thickness, mm (in.)
A = 2.5 mm (0.10 in.)

CONSTRUCTION

502.03.01 Depth of Footings. Consider the elevation of the bottoms of footings, as shown on the plans, as approximate only and changes may be ordered in writing in dimensions or elevations of footings as may be necessary to secure a satisfactory foundation.

502.03.02 Forms. Build forms mortar tight and of sufficient rigidity to prevent distortion due to the pressure of the concrete and other loads incidental to the construction operations. Thoroughly clean forms previously used of all dirt, mortar, and foreign matter before being reused. Thoroughly coat all inside surfaces of the forms with an approved coating or form oil before concrete is poured in forms. Do not use coating or form oil which leaves film on the surface of the form that can be absorbed by the concrete. When required and immediately before placing concrete, thoroughly wet the forms with water.

Submit detailed plans of form work for examination when requested. If such plans are not satisfactory, make the necessary changes as required. Be responsible to obtain satisfactory results with the plans submitted or corrected.

Construct the forms to be substantial and unyielding and design so that the finished concrete will conform to the proper dimensions and contours. Design forms to take into account the effect of vibration on the concrete as it is placed.

Fillet forms at all exposed corners unless corners are rounded as hereinafter provided. Use triangular molding for fillets with 2 equal sides. In general, the width of the equal sides of moldings shall be 19 mm (3/4 in.); for massive work, such as heavy pier copings and columns, the width shall be 38 to 50 mm (1.5 to 2 in.). Top edges of walls may be filleted or rounded as hereinafter provided for curbs. Round top edges of curbs and slabs with an edging tool to a radius of 12.5 to 19 mm (1/2 to 3/4 in.).

When concrete is placed in excavation, provide forms for all vertical surfaces unless otherwise permitted. Provide ports in high, thin walls to permit thorough cleaning before placing concrete.

If the forms develop any defects, such as bulging or sagging, after the concrete has been poured, correct that portion of the work in a satisfactory manner.

During the erection and after the completion of the forms, protect them in such manner as to preclude shrinkage, warping, curling, and distortion.

Keep the falsework and forms supporting the bottom slab of the superstructure of box girder structures in place until the curing period of the deck of the superstructure has expired. Unless otherwise permitted, remove forms for the webs of box girders before the deck slab is poured. Completely remove all interior forms in box girders, except those permitted to remain in place, and clear the inside of the box girder of all loose material and sweep clean.

Side forms for beams, girders, columns, railing, or other members of the structure wherein the forms do not resist dead load bending may be removed as specified in Subsection 502.03.12 (c).

Remove the side forms for arch rings, columns, and piers before the members of the structure which they support are poured or placed, so that the quality of the concrete may be inspected. Construct all such side forms so that they may be removed without disturbing other forms which resist direct load or bending stresses.

The condition of the forms will have a direct bearing upon the amount of finishing required.

Use full pieces of forms which extend from the bottom to the top of the wall or post.

Form curved surfaces to provide a smooth surface without visible breaks.

Construct the forms so that portions, where finishing is required, may be removed without disturbing portions of forms to remain.

Construct forms of sufficient strength to carry the dead mass of the concrete as a liquid without a deflection in excess of span length/120, and if such deflection occurs, it will be sufficient cause for rejection of the work.

Camber forms for girders and slabs in such amounts as may be required.

Use approved form clamps or bolts to fasten forms. Do not use ties consisting of twisted wire loops to hold forms in position during the placing of concrete.

Provide positive acting bolts or form clamps of sufficient strength and number to prevent spreading of the forms. Provide such types that can be entirely removed or cut back sufficiently to allow finishing of the concrete.

Use “exterior type” plywood for forms of the grade concrete-form exterior, conforming to the specifications of the U.S. Department of Transportation, National Bureau of Standards, Commercial Standards, latest edition. Furnish and place plywood form panels in 1,200 mm (4 ft) widths and in uniform lengths of not less than 2,400 mm (8 ft), except where the dimensions of the member formed are less. Where form panels are attached directly to the studding or joints, use panels not less than 15.9 mm ($^5/_8$ in.) thick. Form panels less than 15.9 mm ($^5/_8$ in.) thick, may be used with continuous backing of 25 mm (1 in.) nominal thickness surfaced material. Place form panels in a neat symmetrical approved pattern. Place the panel with the long dimension perpendicular to the studs.

Plywood for left-in-place forms in box girders may be of any grade and thickness that will satisfy the other requirements of this Subsection.

Fabricated stay-in-place metal forms may be used for concrete floor slabs when so noted on the plans.

Fabricate metal forms to remain in place for concrete floor slabs from steel conforming to ASTM A446 (Grade A through E) having a coating class of G165.

The following criteria shall govern the design of permanent stay-in-place steel bridge deck forms.

Design the steel forms on the basis of dead load of form, reinforcement, plastic concrete, plus 2.5 kN/m^2 (50 lb/ft^2) for construction loads. The unit working stress in the steel sheet shall be not more than 72.5% of the specified minimum yield strength of the material furnished, and not more than 250 MPa (36,000 psi).

The mass of metal forms plus the mass of deck slab, including concrete in form corrugation, shall not exceed the load for the mass of the slab at plan thickness by more than 720 N/m^2 (15 lb/ft^2), unless otherwise shown on the plans.

The dead load deflection of metal forms due to mass of plastic concrete, deck steel reinforcement, and metal forms shall not exceed the following:

(a) For form design spans of 3 m (10 ft) or less, L/180 or 12.5 mm (0.5 in.), whichever is less.

(b) For form design spans greater than 3 m (10 ft), L/240 or 19 mm (0.75 in.), whichever is less.

The total dead load used to compute this deflection shall in no case be less than 5.7 kN/m^2 (120 lb/ft^2).

Do not field weld metal bridge deck forms to girders, stringers, cap beams, and other load carrying members unless otherwise shown on the plans or approved in writing.

Base the permissible form camber on the actual dead load condition. Do not use camber to compensate for deflection in excess of the foregoing limits.

The design span of the form sheets shall be the clear span of the form plus 50 mm (2 in.) measured parallel to the form flutes.

Compute physical design properties according to requirements of the AISI Specification for the Design of Cold Formed Steel Structural Members, latest edition.

Install reinforcement with a minimum concrete cover of 25 mm (1 in.). Maintain the plan dimensions of both layers of primary deck reinforcement from the top surface of the concrete deck.

Do not consider permanent steel bridge deck forms as lateral bracing for compression flanges of supporting structural members.

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

Do not weld to flanges in tension or to structural steel bridge elements fabricated from non-weldable grades of steel.

Submit fabricator shop and erection drawings for approval. Indicate in these plans, the grade of steel, the physical and section properties for all permanent steel bridge deck form sheets, and a clear indication of locations where the forms are supported by steel beam flanges subject to tensile stresses.

Install forms according to submitted and approved detailed fabrication and erection plans.

Do not allow form sheets to rest directly on the top of the stringer or floor beam flanges. Securely fasten sheets to form supports with a minimum bearing length of 25 mm (1 in.) at each end. Place form supports in direct contact with the flange of stringer or floor beam. Make all attachments by permissible welds, bolts, clips, or other approved means. Weld according to the provisions of AWS D1.1, except that 3 mm (0.125 in.) fillet welds will be permitted.

Thoroughly clean, wire brush and paint satisfactorily any permanently exposed form metal where the galvanized coating has been damaged with 2 coats of zinc oxide-zinc dust primer, FSS TT-P-641, Type II, no color added. Minor heat discoloration in areas of welds need not be touched up.

Locate transverse construction joints at the bottom of a flute and field drill 6 mm (0.25 in.) weep holes not more than 300 mm (12 in.) on center along the line of the joint.

Place particular emphasis on proper vibration of the concrete to avoid honeycomb and voids, especially at construction joints, expansion joints, valleys and ends of form sheets. Use approved pouring sequences, procedures, and mixes. Do not use calcium chloride or any other admixture containing chloride salts in concrete placed on permanent steel bridge deck forms.

After the deck concrete has been in place for a minimum period of 2 days, test the concrete for soundness and bonding of the forms by sounding with a hammer as directed. If areas of doubtful soundness are disclosed by this procedure, remove the forms from such areas for visual inspection after the pour has attained adequate strength.

At locations where sections of the forms are removed, the replacement of the forms will not be required, but repair the adjacent metal forms and supports to present a neat appearance and assure their satisfactory retention. As soon as the form is removed, the concrete surfaces will be examined for cavities, honeycombing, and other defects. If irregularities are found, and it is determined that these irregularities do not justify rejection of the work, repair the concrete as directed and give it an ordinary surface finish. If the concrete where the form is removed is unsatisfactory, remove additional forms, as necessary, to inspect and repair the slab. Modify methods of construction as required to obtain satisfactory concrete in the slab. Remove and repair all unsatisfactory concrete as directed.

The amount of sounding and form removal may be moderated, at the Engineer's discretion, after a substantial amount of slab has been constructed and inspected, if the results of the inspections indicate that sound concrete is being obtained throughout the slabs.

502.03.03 Falsework. Design and construct safe and adequate falsework which provides the necessary rigidity, supports the loads imposed, and produces the finished structure lines and grades indicated on the plans.

Furnish detailed drawings of falsework, along with design calculations showing the stresses and deflections of the load supporting members, according to Subsection 105.02, for any structure having a clear cast-in-place span of 6 m (20 ft) or greater, or where any falsework clear span length exceeds 5 m (16 ft), or where provisions for vehicular, pedestrian, or railroad traffic through the falsework is made. Include a diagram showing concrete placement sequence with construction joint locations, and details of the methods, sequences and equipment proposed for falsework removal. Such drawings shall be stamped with a seal and signed by an engineer who is registered as a Civil Engineer in the State of Nevada. Joists and form work for pier caps, deck slabs, and deck overhangs shall be considered as falsework and shall be designed as such and submitted for approval according to this Subsection. If such drawings are not satisfactory, have such changes made in them as may be required.

Show anticipated total settlement of falsework in the drawings. Total settlement should include falsework footing settlement and joint take up. Anticipated settlements shall not exceed 25 mm (1 in.). For girder bridges, design falsework supporting deck slabs and overhangs with no differential settlement between the girders and the deck forms during placement of deck concrete.

Allow 30 days for Department review and approval of complete falsework shop drawings. Allow an additional 60 days for such shop drawings that also require Railroad approval. Do not begin falsework construction until the shop drawings have been approved. No additional time will be provided for shop drawing submittals that are returned for correction by either the Department or the Railroad.

Approval by the Engineer of the falsework drawings or falsework inspection performed by the Engineer will in no way relieve the Contractor of full responsibility for the falsework.

Falsework on steel structures shall also conform to Subsection 506.03.23.

Do not use earth fills in lieu of falsework unless otherwise indicated on the plans. Do not use fill slopes greater than the angle of repose for the material being used. Place a minimum berm of 1 m (3 ft) around the structure at the top of the fill.

Except for placement of foundation pads and piles, do not start the construction of any unit of falsework until the drawings for that unit are reviewed and approved.

When footing type foundations are used, determine the bearing value of the soil and show the assumed values for both wet and dry soil conditions in the design of the falsework on the falsework drawings.

Make provisions for drainage of any excavation in the vicinity of the abutment and pier footings to prevent the ponding of water which could cause degradation of the foundation material.

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 shall be not less than 4.8 kN/m^2 (100 lb/ft^2) for the combined live and dead loads regardless of slab thickness.

Dead loads shall include the mass of concrete, reinforcing steel, and forms. The weight of concrete, reinforcing steel, and forms shall be assumed to be not less than 26 kN/m^3 (160 lb/ft^3) for normal concrete and not less than 20 kN/m^3 (130 lb/ft^3) for lightweight concrete.

Live loads shall consist of the actual load of any equipment to be supported by falsework applied as concentrated loads at the points of contact and a uniform load of not less than 960 N/m^2 (20 lb/ft^2) applied over the area supported. In addition to the preceding live loads, assume a load of 1,100 N/m (75 lb/ft) applied to the outside edge of deck overhangs.

The assumed horizontal load to be resisted by the falsework bracing system shall be the sum of the actual horizontal loads due to equipment, construction sequence, or other causes. In no case shall the assumed horizontal load to be resisted in any direction be less than 2% of the total dead load. Design the falsework so that it will have sufficient rigidity to resist the assumed horizontal load before the placement of concrete.

The minimum horizontal design wind load allowed for heavy-duty steel shoring or steel pipe column falsework having a vertical load carrying capacity exceeding 130 kN (30 kips) per leg or column shall be the sum of the products of the wind impact area, shape factor, and applicable wind pressure value for each height zone. Consider the wind impact area as the total projected area of all elements in the tower face or falsework bent

normal to the direction of the applied wind. Use a shape factor of 2.2 for heavy-duty shoring and 1.0 for pipe column falsework. Refer to the current AASHTO "Guide Design Specifications for Bridge Temporary Works" for wind loading design.

The minimum horizontal design wind load allowed on all other types of falsework, including falsework supported on heavy-duty shoring or pipe column falsework, shall be the sum of the products of the wind impact area and applicable wind pressure value for each height zone. Consider the impact area as the gross projected area of the falsework and any unrestrained portion of the permanent structure, excluding the areas between falsework bents or towers where diagonal bracing is not used. Refer to the current AASHTO "Guide Design Specifications for Bridge Temporary Works" for wind loading design.

Design falsework for the support of superstructures assuming the entire superstructure cross-section, except railing, is to be placed at one time.

In addition to the minimum requirements specified in Subsection 502.03.03, when designing falsework for box girder structures with internal falsework bracing systems using flexible members capable of withstanding tensile forces only, include in the design, the vertical effects caused by the horizontal load combined with the dead and live loads imposed by concrete placement for the girder stems and connected bottom slabs.

Design falsework footings to carry the load imposed upon them without exceeding the estimated soil bearing values and anticipated settlements. Support falsework, which cannot be founded on a satisfactory footing, on piling which will be spaced, driven, and removed in an approved manner.

Design foundations for individual steel towers where the maximum leg load exceeds 130 kN (30 kips) so that uniform settlement takes place under all legs of each tower under all loading conditions.

Provide temporary bracing, as necessary, to withstand all imposed loads during erection, construction and removal of any falsework. Show provisions in the falsework drawings for temporary bracing or other acceptable methods during each phase of erection and removal. Design the temporary bracing to resist wind loads.

If the concrete is to be prestressed, design the falsework to support any increased or readjusted loads caused by prestressing forces.

Use the following maximum allowable stresses, loadings, and deflections in the design of the falsework. The stresses listed are based upon the use of undamaged, high quality materials and reduce such stresses if lesser quality materials are to be used. Properly evaluate falsework materials and design the falsework to safely carry the actual loads imposed.

(a) Timber.

Compression perpendicular to the grain	3.1 MPa (450 psi)
Compression parallel to the grain, subject to column action correction	11.0 MPa (1,600 psi)
Extreme fiber stress in bending	12.4 MPa (1,800 psi)
Horizontal shear	1.0 MPa (140 psi)
Axial tension	8.3 MPa (1,200 psi)
Modulus of elasticity	11.0 GPa (1.6 x 10^6 psi)

(b) Structural Glued Laminated Timbers About x-x Axis.

Compression perpendicular to the grain	3.5 MPa (500 psi)
Compression parallel to the grain, subject to column action correction	11.0 MPa (1,600 psi)
Extreme fiber stress in bending	13.8 MPa (2,000 psi)
Horizontal Shear	1.3 MPa (185 psi)
Modulus of elasticity	11.7 GPa (1.7 x 10^6 psi)

(c) Plywood and Plyform.

Compression perpendicular to face	2.9 MPa (425 psi)
Extreme fiber stress in bending	13.8 MPa (2,000 psi)
Rolling shear	0.8 MPa (110 psi)
Shear perpendicular to the plies	1.7 MPa (250 psi)
Modulus of elasticity	11.0 GPa (1.6 x 10^6 psi)

Design timber connections according to the stresses and loads allowed in the National Design Specifications for Wood Construction by the National Forest Products Association except do not apply the reductions in allowable loads required therein for high moisture condition of the lumber and service conditions.

(d) Steel. For identified grades of steel, do not exceed design stresses, except stresses due to flexural compression, by more than 125% of those specified in the Manual of Steel Construction as published by the AISC.

When the grade of steel cannot be positively identified, do not exceed design stresses, except stresses due to flexural compression, of either those specified in said AISC Manual for ASTM A36 (AASHTO M183) steel or the following:

Tension, axial and flexural	152 MPa (22,000 psi)
Compression, axial except L/r shall not exceed 120	$110 - 0.0026(L/r)^2$ MPa [$16{,}000 - 0.38(L/r)^2$ psi]
Shear on gross section of web	100 MPa (14,500 psi)
Web crippling for rolled shapes	110 MPa (16,000 psi)

For all grades of steel, do not exceed the following design stresses:

Compression, flexural ..... $\frac{82{,}700}{Ld/bt}$ MPa $\left[\frac{(12 \times 10^6)}{Ld/bt} \text{ psi}\right]$

but not to exceed 152 MPa (22,000 psi) for unidentified steel or steel conforming to ASTM A36 nor 125% of 0.6 Fy for other identified steel.

In the foregoing formulas, "L" is the unsupported length; "d" is the least dimension of rectangular columns, or the width of a square of equivalent cross-sectional area for round columns, or the depth of beams; "b" is the width; "t" is the thickness of the compression flange; and "r" is the radius of gyration of the member. All dimensions are expressed in mm (in.). "Fy" is the specified minimum yield stress, MPa (psi), for the grade of steel used.

The modulus of elasticity (E) used for steel shall be 200 GPa (29.0×10^6 psi).

(e) Deflections. Do not consider live and impact loads in calculating deflections.

For plywood, joists, and those other members where it is not practical to provide risers or camber strips, the limiting deflection shall not be greater than $^1/_{270}$ of the span.

For stringers, girders, and other load carrying members paralleling the roadway centerline where span deflection of 5 mm (0.2 in.) or more is anticipated, install risers to provide for the calculated construction dead load deflection in addition to the camber requirements as set forth in the plans. Deflection of these load carrying members will not be a limiting factor where risers are provided. Stress, in this case, is the control.

(f) Manufactured Assemblies. Do not exceed the manufacturer's recommendations for the maximum loadings and deflections used on jacks, brackets, columns, joists, and other manufactured devices. Do not exceed $^1/_{270}$ of the spans for dead load deflection of such joists used at locations other than under deck slabs between girders. If requested, furnish catalog data listing such manufacturer's recommendations or perform tests as necessary to demonstrate the adequacy of any such device proposed for use.

(g) Special Locations. In addition to the minimum requirements specified in this Subsection, the design and construction of falsework over or adjacent to roadways or railroads which are open to traffic shall be stable if subject to impact by vehicles. Consider falsework posts which are supporting members that cross over a roadway or railroad as being adjacent to roadways or railroads. Consider falsework posts adjacent to roadways if the row of posts nearest the roadway is located within a horizontal distance less than or equal to the combined total height of the falsework and forms. Consider falsework posts adjacent to railroads if the row of posts nearest the tracks are within a horizontal distance less than 3 m (10 ft) measured from the centerline of the tracks. Provide any additional features for the work needed to ensure that falsework will be stable if subjected to impact by vehicles. The falsework design at these locations shall include, but not be limited to, the following minimum provisions specified herein.

The vertical load used for the design of falsework posts and towers, but not footings, which support the portion of the falsework over openings, shall be the greater of the following:

1. 150% of the design load calculated in conformance with the provisions for design load previously specified but not including any increased or readjusted loads caused by the prestressing forces, or
2. The increased or readjusted loads caused by the prestressing forces.

Falsework posts adjacent to roadways or railroads shall consist of either steel with a minimum section

modulus about each axis of 156 x 10^3 mm^3 (9.5 $in.^3$) or sound timbers with minimum section modulus about each axis of 4.1 x 10^6 mm^3 (250 $in.^3$).

Mechanically connect each falsework post adjacent to roadways or railroads to its supporting footing at its base, or otherwise provide lateral restraint, so as to withstand a force of not less than 9 kN (2,000 lb) applied at the base of the post in any direction except toward the roadway or railroad track. Also, mechanically connect posts to the falsework cap or stringer capable of resisting a load in any horizontal direction of not less than 4.5 kN (1,000 lb).

For falsework spans over roadways, mechanically connect to the falsework cap or framing, all exterior falsework stringers and stringers adjacent to the ends of discontinous caps, the stringer or stringers over points of minimum vertical clearance and every fifth remaining stringer. The mechanical connections shall be capable of resisting a load in any direction, including uplift on the stringer, of not less than 2.2 kN (500 lb). Install connections before traffic is allowed to pass beneath the span. Connect all falsework stringers to the caps for falsework spans over railroads.

Connect timber bracing to falsework bents which are located adjacent to roadways and railroads with 16 mm ($^5/_8$ in.) diameter or larger bolts.

Construct the falsework to conform to the falsework drawings. Use materials of the quality necessary to sustain the stresses required by the falsework design. Construct falsework that will support the loads imposed on it without excessive settlement or take-up beyond that shown on the falsework drawings. Use suitable screw jacks or wedges in pairs in connection with the falsework to set the forms to grade or camber as shown on the plans, or to take up any settlement in the form work either before or during the placing of concrete. Excessive use of blocking and shims will be cause for rejection of the falsework.

Upon completion of the falsework and before placing loads, the Civil Engineer responsible for the design of the above falsework shall inspect the falsework and certify to the Engineer that each falsework system has been assembled according to the approved falsework drawings. Do not place loads on the falsework until the Engineer has received the certifications.

Immediately before placing bridge superstructure concrete, check all falsework and wedges or jacks and make all necessary adjustments. Exercise care to insure that settlement and deflection due to the added mass of the superstructure concrete will be a minimum. Provide suitable means such as telltales attached to the soffit forms to permit ready measurement of settlement and deflection as it occurs.

Should unanticipated events occur, including settlements that deviate more than ± 10 mm ($^3/_8$ in.) from those indicated on the falsework drawings, which in the opinion of the Engineer would prevent obtaining a structure conforming to the requirements of these specifications, discontinue placement of concrete until corrective measures satisfactory to the Engineer are provided. In the event satisfactory measures are not provided prior to initial set of the concrete in the affected area, discontinue placement of concrete at a location determined by the Engineer, and remove all concrete deemed unacceptable.

Place falsework on a solid footing safe against undermining, protected from softening, and capable of supporting the loads imposed on it. When requested, demonstrate by suitable load tests that the soil bearing values assumed for the design of the falsework do not exceed the supporting capacity of the soil.

Provide falsework openings for traffic and pedestrians as shown in the contract plans. Firmly attach solid sheeting of 19 mm ($^3/_4$ in.) plywood or 50 mm (2 in.) planking to the vertical supports adjacent to the travelway. Extend the sheeting vertically from 450 mm (18 in.) above the roadway surface to 2.25 m (7.5 ft) above the roadway surface. Place portable temporary barrier rail, along each edge of the travelway. Install barrier rail a minimum of 300 mm (1 ft) from the vertical supports of the falsework.

Provide falsework openings for railroad traffic as shown on the plans. Completely sheath falsework bents located within 6 m (20 ft) of the center line of a railroad track in the area between 1 m (3 ft) and 5 m (17 ft) above the track elevation on the side facing the track. Sheathing shall consist of plywood not less than 16 mm ($^5/_8$ in.) thick or lumber not less than 19 mm ($^3/_4$ in.) thick. In addition to sheathing, provide bracing on the bents to resist the design horizontal load or 22 kN (5,000 lb) whichever is greater.

502.03.04 Reinforcement. Furnish and place reinforcing as shown on the plans and according to Section 505.

502.03.05 Cofferdams and Cribs. Carry cofferdams for foundation construction well below the bottom of the footings and well brace and make as watertight as practical. Make the interior dimensions of cofferdams

such as to provide sufficient clearance for constructing forms and, when no seal is placed, to permit pumping outside the forms.

Submit for approval, drawings showing proposed method of construction of cofferdams or cribs according to Subsection 105.02. Do not start cofferdam construction before the submitted drawings are approved.

After the completion of the substructure, remove the cofferdams with all sheeting and bracing to 300 mm (1 ft) below the stream bed. Perform such removal in such a manner as not to disturb or mar the finished concrete foundation.

502.03.06 Pumping Water. Perform pumping from the interior of any foundation enclosure in such a manner as to preclude the possibility of the movement of water through any fresh concrete. Do not pump during the placing of concrete or for a period of at least 24 hours thereafter, unless it is done from a suitable pump separated from the concrete work by a watertight wall or other effective means.

Do not pump to dewater a sealed cofferdam until the seal has set sufficiently to withstand the hydrostatic pressure.

502.03.07 Mixing Concrete. Mix and proportion concrete as specified in Section 501.

502.03.08 Handling and Placing Concrete.

(a) General. In preparation for the placing of concrete, remove all sawdust, chips, and other construction debris and extraneous matter from the interior of forms. Remove temporary struts, stays, and braces, which hold the forms in correct shape and alignment, pending the placing of concrete, when the concrete placing has reached an elevation rendering their service unnecessary. Entirely remove these temporary members from the forms and do not bury in the concrete.

Before placement of major concrete, the Engineer may designate a time and place satisfactory to the Contractor for a pre-pour conference. The pre-pour conference shall be held not more than 2 weeks in advance of the scheduled pour. At such time, requirements will be outlined to be followed in the performance of the work.

Do not use concrete which does not reach its final position in the forms within the time stipulated under Section 501.

Thoroughly moisten surfaces on which concrete is to be placed with water immediately before placing concrete.

Place concrete to avoid segregation of the material and the displacement of the reinforcement. The use of long troughs, chutes, and pipes for conveying concrete from the mixer to the forms may be permitted only with written approval. If inferior concrete is produced by the use of such conveyors, their use will be ordered discontinued and a satisfactory method of placing substituted.

Make open troughs and chutes of metal or line with metal. On steep slopes, equip the chutes with baffles or use with short lengths that reverse the direction of movement.

Keep all chutes, troughs, and pipes clean and free from coatings of hardened concrete by thoroughly flushing with water after each run. Discharge water used for flushing clear of the structure.

When placing operations would involve dropping the concrete more than 1.5 m (5 ft), deposit it through sheet metal or other approved pipes, except when placing concrete for thin vertical walls less than 375 mm (15 in.) thick, double belting may be used in lieu of adjustable pipes or elephant trunks. Keep the pipes full of concrete during placing and keep their lower ends buried in the newly placed concrete. After initial set of the concrete, do not jar the forms or place strain on the ends of projecting reinforcement bars.

Consolidate concrete placed in concrete structures, except tremie seal concrete, by means of mechanical vibration subject to the following paragraphs:

1. Supply enough vibrators to consolidate incoming concrete to a proper degree within 15 minutes after it is deposited in the forms. Make available at least 2 vibrators at the site of the structures where more than 20 m^3 (25 yd^3) of concrete is being placed.
2. Internally vibrate unless given special authorization for other methods.
3. Use vibrators capable of transmitting vibration to the concrete at frequencies of not less than 4,500 impulses per minute.

4. Use an intensity of vibration such as to visibly affect a mass of concrete of 25 mm (1 in.) slump over a radius of at least 450 mm (18 in.).

5. Manipulate vibrators to thoroughly work the concrete around the reinforcement, imbedded fixtures, and into the corners and angles of the forms.

   Apply vibration at the point of deposit and in the area of freshly deposited concrete. Insert and withdraw the vibrators out of the concrete slowly. Vibrate for sufficient duration and intensity to thoroughly consolidate the concrete, but do not continue at any one point to the extent that localized areas of grout are formed.

   Uniformly space vibrators not farther apart than twice the radius over which the vibration is visibly effective.

6. Do not apply vibration directly or through the reinforcement to sections or layers of concrete which have hardened to the degree that the concrete ceases to be plastic under vibration. Do not use to make concrete flow in the forms over distances so great as to cause segregation, and do not use vibrators to transport concrete in the forms.

7. Supplement vibration by such spading as necessary to insure smooth surfaces and dense concrete along form surfaces and in corners and locations impossible to reach with the vibrators.

8. Apply the provisions of this article to the filler concrete for steel grid floor, except apply the vibrator to the steel.

9. Provide vibrators used to consolidate concrete containing epoxy-coated reinforcing steel with a resilient covering to prevent damage to the coating.

Immediately following the discontinuance of placing concrete, remove all accumulations of mortar splashed upon the reinforcement steel and the surfaces of forms. Do not puddle dried mortar chips and dust into the unset concrete. If the accumulations are not removed before the concrete becoming set, exercise care not to injure or break the concrete-steel bond at and near the surface of the concrete while cleaning the reinforcement steel.

(b) Culverts. Place the base slab or footings of box culverts and allow to set before the remainder of the culvert is constructed.

Before concrete is placed in the sidewalls, thoroughly clean the culvert footing of all shavings, sticks, sawdust, or other extraneous material and carefully chip and roughen the surface to a minimum 6 mm ($^1/_4$ in.) amplitude.

Do not construct walls and top slab as a monolith on box culverts where the depth of pour below the bottom of the top slab exceeds 1.2 m (4 ft) unless approved in writing. Make any necessary construction joints vertical and at right angles to the axis of the culvert.

When walls are poured separately, in non-rigid frame box culverts, place the concrete in the walls and allow to set a minimum of 2 hours before placing the top slab.

When walls are poured separately, in rigid frame box culverts, place the concrete in the walls and allow to set a minimum of 12 hours before placing the top slab.

Construct each wing wall, monolithically. Make construction joints, where unavoidable, horizontal and locate so that no joint will be visible in the exposed face of the wing wall above the ground line.

(c) Girders, Slabs, and Columns. When the height of any point of web is more than 0.9 m (3 ft) from the bottom of the top slab to bottom of the web for "T" beams, or to construction joint for box girders, pour the top slab independent of webs.

Place concrete in slab spans in one continuous operation for each span unless otherwise specified.

Place concrete in columns in one continuous operation, unless otherwise specified. Allow the concrete to set at least 12 hours before the succeeding pour is started.

Before pouring concrete for superstructure, expose the forms on base of columns sufficiently to determine the character of the concrete in the columns.

502.03.09 Pumping Concrete. Arrange the equipment so that no vibrations result which might damage freshly placed concrete.

Where concrete is conveyed and placed by mechanically applied pressure, supply suitable equipment and adequate in capacity for the work. Operate pump so that a continuous stream of concrete without air pockets is produced. When pumping is completed, eject the concrete remaining in the pipeline, if it is to be used, in such a manner that there will be no contamination of the concrete or separation of the ingredients.

Do not use aluminum conduit for concrete pumping.

502.03.10 Concrete Deposited Under Water. If conditions render it impossible or inadvisable, in the opinion of the Engineer, to dewater excavations before placing concrete, deposit under water, by means of a tremie or a concrete pump, a seal course of concrete of sufficient thickness to thoroughly seal the cofferdam. Carefully place the concrete in a compact mass and do not disturb after being deposited. Maintain still water at the point of deposit.

Do not use an aluminum tremie for placing concrete.

A tremie shall consist of a watertight tube having a diameter of not less than 250 mm (10 in.) with a hopper at the top. When a batch is dumped into the hopper, induce the flow of concrete by slightly raising the discharge end, always keeping it in the deposited concrete.

Equip concrete pump discharge tubes and tremie tubes with a device that will prevent water from entering the tube while charging the tube with concrete. Support such tubes so as to permit free movement of the discharge end over the entire top surface of the work and to permit rapid lowering when necessary to retard or stop the flow of concrete. Fill the tubes by a method that will prevent washing of the concrete. Completely submerge the discharge end in concrete at all times. The tubes shall contain sufficient concrete to prevent any water entry. Provide continuous flow until the work is completed and the resulting concrete seal is monolithic and homogeneous.

Concrete deposited in water shall be Class A or Class AA with 10% extra cement added. The exact thickness of the seal will depend upon the hydrostatic head, bond and spacing of piles, size of cofferdam, and other related factors, but provide a seal not less than 600 mm (2 ft) in thickness. Before dewatering, allow the concrete in the seal to cure for not less than 5 days after placing.

If a seal which is to withstand hydrostatic pressure is placed in water having a temperature below 7 °C (45 °F), increase the curing time before dewatering. Do not consider periods of time during which the temperature of the water has been continuously below 3 °C (38 °F) as curing time. After the concrete seal obtains adequate strength, dewater the cofferdam and clean the top of the concrete of all scum, laitance, and sediment. Before fresh concrete is deposited, remove local high spots as necessary to provide proper clearance for reinforcing steel.

502.03.11 Construction Joints. Make construction joints only where located on the plans or shown in the pouring schedule, unless otherwise approved.

Where the placing of concrete is delayed until the placed concrete has taken its initial set and for which no expansion joints are provided, plan for in advance and receive approval for construction joints. Place concrete continuously from joint to joint. Make these joints perpendicular to the principal lines of stress and, in general, locate at points of minimum shear. Make joints only as shown on the plans in cantilevered members. Avoid horizontal joints at piers and abutments, except where specified, and when used do not locate within 600 mm (2 ft) of the normal water level.

Unless otherwise specified, strike off construction joints but do not trowel.

When making a horizontal construction joint, take care to have the concrete as dry as possible, and draw off any excess water or creamy material before the concrete sets. On all exposed surfaces, make the line of the proposed joint truly straight by placing a temporary straightedge on the inside of the form and pouring the concrete so that it will set flush with the edge as provided.

Avoid visible joints upon exposed faces, smooth the top surfaces of the concrete adjacent to the forms with a trowel. Where a “feather edge” might be produced at a construction joint, as in the sloped top surface of a wing wall, use a form work insert to produce a blocked out portion in the preceding layer which produces an edge thickness of not less than 150 mm (6 in.) in the succeeding layer.

When the work is unexpectedly interrupted by breakdowns, inclement weather, or other causes, and the con-

crete as placed would produce an improper construction joint, either rearrange the freshly deposited concrete, or continue by hand mixing, if necessary, until a suitable arrangement is made for a construction joint. When such a joint occurs at a section on which there is shearing stress, provide adequate mechanical bond across the joint by inserting reinforcing steel, or by some other satisfactory means, which will prevent a plane of weakness.

In resuming work, thoroughly clean the surface of the concrete previously placed of dirt, scum, laitance, or other soft or porous materials by one of the following methods:

(a) Clean concrete surface of fresh concrete (not more than 8 hours after placement) with air and water jets in such a manner that the surface is thoroughly cleaned and the aggregate is not loosened.

(b) Clean hardened concrete surface (more than 8 hours after placement) by abrasive blast methods in such a manner that the aggregate is not loosened or the edges of the concrete shattered.

Thoroughly wash the surface of the joint with clean water and tighten the forms to close contact with the previously placed work. Wet the surface of the joint just before placing new concrete.

502.03.12 Removal of Falsework and Forms.

(a) General. Do not use a method of form removal likely to cause overstressing of the concrete. Do not remove forms and their supports without approval. Remove supports in such a manner as to permit the concrete to uniformly and gradually take the stresses due to its own mass.

Compressive strengths will be determined by Test Methods No. Nev. T428 and ASTM C39 and will be considered information tests only and not acceptance tests as described in Subsection 501.02.04.

The time and strength requirements placed on falsework removal also pertains to the removal of earth fills used in lieu of falsework. Retain the slopes of the earth fill as originally placed until the same time and strength requirements are met.

See Subsection 501.03.09.

(b) Falsework. Do not release falsework supporting any span of a simple span bridge before 10 days after the last concrete, excluding concrete above the bridge deck, has been placed. Unless otherwise permitted, do not release falsework supporting any span of a continuous or rigid frame bridge before 10 days after the last concrete, excluding concrete above the bridge deck, has been placed in that span and in the adjacent portions of each adjoining span for a length equal to at least half the length of the span where falsework is to be released.

In cold weather, increase all time requirements one day for every day the curing time is increased as prescribed in Subsection 501.03.10 (b).

Do not release falsework for cast-in-place prestressed portions of structures until after all the prestressing steel has been tensioned.

Do not remove falsework supporting any span of a continuous or rigid frame bridge until all required prestressing has been completed in that span and in the adjacent portions of each adjoining span for a length equal to at least half the length of the span where falsework is to be released.

Remove falsework for arch bridges uniformly and gradually, beginning at the crown and working toward the springing, to permit the arch to take its load slowly and evenly. Strike falsework for adjacent arch spans simultaneously.

Do not release falsework supporting overhangs, deck slabs between girders, and girder stems which slope 45° or more off vertical before 7 days after the deck concrete has been placed.

Falsework supporting the sides of the girder stems which slope less than 45° off vertical may be removed before placing deck slab concrete, providing a reshoring system is installed. The reshoring system consists of lateral supports which are designed to resist all rotational forces acting on the stem, including those caused by the placement of deck slab conrete. Install such lateral supports immediately after each form panel is removed and before the release of supports for the adjacent form panel.

Do not release falsework for bent caps which will support steel or precast concrete girders before 7 days after the cap concrete has been placed. Do not erect girders onto such bent caps before 7 days after the cap concrete has been placed and the concrete in the cap has attained a compressive strength of 18 MPa (2,600 psi) or 80% of the specified strength, whichever is higher. If high early strength is obtained with Type III cement or other

admixtures, the cure periods may be reduced, if approved in writing. Strength requirements are applicable regardless of the type of cement or admixtures used.

Do not release falsework for bridge spans until the supported concrete has attained a compressive strength of 18 MPa (2,600 psi) or 80% of the specified strength, whichever is higher.

Do not release falsework for box culverts and other structures with decks lower than the roadway pavement and with span lengths of 4.2 m (14 ft) or less until the last placed concrete has attained a compressive strength of 11 MPa (1,600 psi), provided that curing of the concrete is not interrupted. Perform falsework removal for other box culverts in conformance to the requirements for release of bridge falsework.

Do not release falsework for arch culverts before 40 hours after the supported concrete has been placed. Remove all falsework materials at least 0.6 m (2 ft) below the surface of the original ground or original stream bed. When falsework piling is driven within the limits of ditch or channel excavation areas, remove the falsework piling within such areas to at least 0.6 m (2 ft) below the bottom and side slopes of said excavated areas.

Remove all debris and refuse resulting from the work and leave the premises in a neat and presentable condition.

(c) Forms. Do not remove forms on parapets and curbs until concrete has set sufficiently to prevent distorting or cracking.

Do not remove forms for columns, walls, sides of beams, girders, and all other parts, which are not subjected to stress, until the concrete has reached a minimum age of 12 hours.

Do not remove forms which are subjected to stresses until the requirements of (b) above have been satisfied, unless otherwise approved.

Do not remove forms and replace with shoring, except as provided in (b) above.

502.03.13 Expansion and Fixed Joints and Bearings. Construct bridge expansion joints to the tolerances specified for bridge decks in Subsection 502.03.16.

Construct all joints according to details shown on the plans and according to the type as specified herein.

(a) Open Joints. Place open joints in the locations shown on the plans and construct by the insertion and subsequent removal of a wood strip, metal plate, or other approved material. Accomplish the insertion and removal of the template without chipping or breaking the corners of the concrete. Do not extend reinforcement across an open joint unless so specified on the plans.

(b) Filled Joints. Construct poured expansion joints similar to open joints. Place the premolded type fillers in correct position as the concrete on one side of the joint is placed. After the form is removed, place the concrete on the other side.

Insure that joint recesses are free of curing compound at the time the joint material is placed.

(c) Steel Joints. Accurately shape the plates, angles, or other structural shapes at the shop to conform to the section of the concrete floor. Perform fabrication and painting in conformance to the requirements of these specifications covering those items. When called for on the plans or in the Special Provisions, galvanize the materials in lieu of painting. Take care to insure that the surface in the finished plane is true and free of warping. Employ positive methods in placing the joints to keep them in correct position during the placing of the concrete. Make the opening at expansion joints as designated on the plans at normal temperature, and take care to avoid impairment of the clearance in any manner.

(d) Waterstops. Furnish and install waterstops according to the details shown on the plans. Support the edge of the waterstop in a satisfactory manner.

Manufacture waterstops from either natural rubber, synthetic rubber, or polyvinyl chloride (PVC), conforming to Subsection 707.03.03.

Manufacture waterstops with an integral cross section which is uniform within ±3 mm ($^1/_8$ in.) in width, and with a web thickness or bulb diameter, within +1.5 mm ($^1/_{16}$ in.) and –0.8 mm ($^1/_{32}$ in.). Do not splice in straight strips. Cure strips, splices, and special connection pieces in a manner such that any cross section shall be dense, homogeneous, and free from all porosity. Fully mold all junctions in the special connection pieces. During the vulcanizing period, securely hold the joint by suitable clamps.

Use stainless steel parts to mechanically vulcanize field splices for natural or synthetic rubber waterstops, or use a rubber splicing union of the same stock as the waterstop. Construct finished splices with a tensile strength of 17.5 N/mm (100 lb/in.) of width. Form field splices for polyvinyl chloride waterstops by heat sealing the adjacent surfaces according to the manufacturer's recommendations. Use a thermostatically controlled electric source of heat to make all splices. Supply sufficient heat to melt but not char the plastic.

Cut and splice waterstops, at changes in direction to avoid buckling or distortion of the web or flange.

(e) Bearing Devices. Construct bearing plates, bars, rockers, assemblies, and other expansion or fixed devices according to the details shown on the plans. Hot-dip galvanize devices after fabrication according to Section 715. Structural steel and cast steel shall conform to Section 506, for those items. Set bearing plates level and set the rockers or other expansion devices to conform to the temperature at the time of erection or to the setting specified.

For bearing assemblies or masonry plates to be placed (not embedded) directly on concrete, construct the concrete bearing area slightly above grade and finish by grinding or other approved means to a true level plane which shall not vary perceptibly from a straightedge placed in any direction across the area. Construct the finished plane to within 3 mm ($^1/_8$ in.) of the elevation shown on the plans.

For elastomeric bearing pads, elastic bearing pads, or preformed fabric pads, wood float finish the concrete surfaces on which pads or packing are to be placed to a level plane which shall not vary more than 1.5 mm ($^1/_{16}$ in.) from a straightedge placed in any direction across the area. Construct the finished plane to within 3 mm ($^1/_8$ in.) of the elevation shown on the plans.

For bearing assemblies or masonry plates to be placed on grout pads, place them according to Subsection 506.03.24.

(f) Elastomeric Bearing Pads. Submit 2 sets of complete working drawings for the laminated bearing pads, prepared specifically for this contract, for review and approval. Do not fabricate any bearings until the working drawings are approved. After approval, submit 5 sets of approved working drawings. Supply working drawing sheets not exceeding 700 mm (28 in.) by 1,050 mm (42 in.) in size and include on each drawing the jobsite name of the structure as shown on the contract plans, bridge number, contract number, Contractor, and subcontractor, if any. Provide plain or laminated pads as indicated on the plans. Laminated pads consist of alternate laminations of elastomer and metal or elastomer and fabric bonded together according to Section 725. If no lamination increment is indicated, laminate the pads every 12.5 mm ($^1/_2$ in.).

Supply elastomeric bearing pads of the durometer indicated on the plans. If no durometer is indicated, supply 50 durometer pads.

(g) Preformed Elastomeric Joint Seal (Compression Joint Seal). Furnish and install preformed elastomeric joint seals with a lubricant adhesive. Preformed elastomeric joint seals shall conform to Subsection 707.03.05. The lubricant-adhesive shall conform to ASTM D4070.

Install preformed elastomeric joint seals in saw cut grooves. Cut the sides of saw cut grooves simultaneously to a uniform width and depth. Remove all debris, concrete spillage, and foreign material from the groove. Repair all spalls, fractures, or voids in the concrete surfaces of the joint groove. Bevel the lips of the saw cut 6 mm ($^1/_4$ in.) by grinding. Before placement of the seal, clean the joint by abrasive blast cleaning and remove the residue by high pressure air jets. Protect water stops from the abrasive blasts.

Saw cutting is not required for armored metal joints. Joints installed in curbs, sidewalks, barrier rails, or railings will not require saw cutting provided the grooves are formed to the same dimensions as the saw cutting of the deck.

Make shop splices with no visible offset of exterior surfaces, and showing no evidence of bond failure. Do not field splice.

At the open ends of the seal, fill each cell to a depth of 75 mm (3 in.) with an open cell polyurethane foam or other approved material.

Install the seal with equipment which will not twist or distort the seal, elongate the seal longitudinally or otherwise cause damage to the seal or to the concrete forming the groove.

Liberally apply lubricant adhesive to the sides of the seal and vertical surfaces of the groove immediately before installation, according to directions furnished by the manufacturer. Do not use material which has skinned over or which has settled in the containers, to the extent that it cannot be easily redispersed by hand stirring to form a smooth uniform product.

Install the seal so that its top edges are in a plane normal to the sides of the groove.

Furnish a Certificate of Compliance and a certified test report for each lot of preformed elastomeric joint seal and lubricant-adhesive. In the certified test report for the elastomeric joint seals, include the movement rating of the seal. Have the testing performed by the manufacturer or an independent testing agency.

The Engineer may sample each lot of prefabricated joint seal and/or lubricant adhesive. Joint seal samples shall be 600 mm (24 in.) in length. Samples will be taken at random from stock at the jobsite or at a location acceptable to the Engineer and the manufacturer.

Submit the Certificates of Compliance and certified test results 30 days in advance of proposed use. At this time any required sampling will be determined.

(h) Strip Seal Expansion Joints. Install the strip seal expansion joint system as detailed on the plans, as hereinafter specified and as recommended by the manufacturer.

Submit 4 sets of complete fabrication and erection drawings for each joint for approval before fabrication. The drawings shall show all material specifications, details and dimensions necessary to fabricate and install the strip seal expansion joints. Measure actual joint widths and openings and show on the drawings.

Install the strip seal gland in one continuous length, full width of the travel way. The steel extrusions can be supplied in minimum lengths of 6 m (20 ft) and field welded unless shown otherwise on the plans. All shop and field welding shall conform to Section 506.

Install the strip seal expansion joint supports before the top slab of the structure is poured. Do not install the neoprene strip seal until after any required elastomeric concrete has cured. After installation, flood the joint with water and inspect for leakage. If leakage is observed, repair the strip seal expansion joint as recommended by the manufacturer and as approved.

Do not place extrusions until after grinding is completed.

502.03.14 Curing. Cure formed concrete according to Subsection 501.03.09.

502.03.15 Patching. After removal of forms, cut back all metal ties except those to be used to aid future forming and patch. Remove and patch honeycomb. Excessive honeycomb will be sufficient cause for rejection of all or a part of the structure.

Chip loose or broken material away until a dense, uniform surface exposing solid coarse aggregate is obtained. Cut away feathered edges to form a face perpendicular to the surface being patched. Thoroughly saturate all surfaces of the cavity with water. Coat contact surfaces with an approved bonding agent. Bonding agent may be mixed with mortar in lieu of coating the contact surfaces.

Patching mortar shall consist of 1 part Portland cement and 2 parts mortar aggregate by volume. Add only enough water to the mortar to permit placing and packing. Use white cement or other approved tinting materials on all surfaces where an “ordinary finish” is the final finish. For patching large or deep areas, add coarse aggregate to the patching mortar.

Thoroughly tamp the patching mortar into place. Mortar may be placed pneumatically when approved. Float the surface of the mortar with a wooden float before initial set takes place. The patch shall present a neat and workmanlike appearance.

Cure the patched surface by one of the methods described in Subsection 501.03.09.

Patching is the only treatment required for those portions of the structure 0.6 m (2 ft) below ground.

When an item of “Concrete Bridge Deck Repair” is included in the proposal, give 2 weeks notification in advance of the anticipated date that the existing bridge deck(s) will be exposed and available for inspection and testing to determine the extent of defective areas requiring repair. Accomplish repair of existing concrete bridge decks as hereinafter provided:

(a) The areas to be repaired will be designated. Break and remove the concrete to such depth that sound concrete is exposed over the entire area. Limit the mass of pneumatic hammers to a maximum of 16 kg (35 lb) for concrete removal. Excavate edges of the patch area in a manner that will result in an approximately vertical face and not a feathered edge. Do not saw cut around the perimeter of a patch due to the possibility of cutting reinforcing steel. Exercise care to prevent damage to reinforcing steel and concrete which will remain in place.

(b) After loose material has been removed, blow out the excavation with compressed air or flush with water. Remove excess water. Do not allow oil from the compressor to be deposited on the contact surfaces.

(c) If reinforcing steel contains rust, remove all visible rust by air blasting with abrasive. Apply an approved spray-on corrosion inhibitor according to the manufacture's recommendations.

(d) Following cleaning of the excavated area and before placement of the concrete patch, apply an approved bonding adhesive to the area to be patched. Apply the bonding adhesive according to the manufacturer's recommendations and instructions.

(e) Use one of the following concrete mixtures, depending on the depth of the patch:

1. Concrete mixture for thin patches 50 mm (2 in.) and less in depth:

NEAT MATERIAL

Test	Test Method	Requirement
Compressive Strength, 3 hr	ASTM C109	21 MPa (3,000 psi) Minimum
Compressive Strength, 24 hr	ASTM C109	35 MPa (5,000 psi) Minimum
Abrasion Loss, 24 hr	Calif. Test 550	25 g Maximum
Final Set Time	—	25 minutes Minimum
Shrinkage, 4 days	ASTM C596	0.13% Maximum
Soluble Chlorides	Calif. Test 422	0.05% Maximum
Soluble Sulfates, as SO_4	Calif. Test 417	0.25% Maximum

MAXIMUM EXTENDED MATERIAL

Test	Test Method	Requirements
Flexural Strength, 24 hr	Calif. Test 551	3.5 MPa (500 psi) Minimum
Bond to Dry P.C.C., 24 hr	Calif. Test 551	2.8 MPa (400 psi) Minimum
Bond to SSD P.C.C., 24 hr	Calif. Test 551	2.1 MPa (300 psi) Minimum
Absorption	Calif. Test 551	10% Maximum

2. Concrete mixture for normal patches over 50 mm (2 in.) in depth. Use Class AA, DA, or EA Concrete as approved by the Engineer and conforming to Section 501.

3. Epoxy concrete patches (any depth). The epoxy must be suitable for use in freeze-thaw environments, must be formulated for use in bonding the epoxy concrete to old Portland cement concrete, and must be able to provide a 28 day compressive strength of 31 MPa (4,500 psi) to the epoxy concrete. The epoxy shall conform to Subsection 728.03.01. The epoxy and the mix for the epoxy concrete must be approved before use.

(f) Use a vibrating screed to consolidate all patching concrete regardless of thickness and do not use a bull float. Except as hereinafter set forth for joints, the finish obtained by the vibrating screed shall be considered the final finish.

(g) Duplicate all joints in the original slab and provide joints between the patch and any abutting slabs in a manner that will allow the patch to move identically with the base slab.

(h) Commence curing immediately upon completion of finishing. Cure according to Subsection 501.03.09 (b), except continue cure for a minimum of 4 hours after finishing. Upon completion of the above curing period, apply an approved membrane curing compound according to Subsection 501.03.09 (c).

502.03.16 Finish of Horizontal Surfaces. Construct concrete bridge decks and approach slabs to the requirements of this Subsection. Strike off and consolidate concrete to provide the proper grade and cross section and finish to a smooth, even surface. Do not produce variations that will prevent drainage from any part of the deck. Correct the surface by grinding the high areas as specified herein. Use an edging tool at non-armored deck edges. The term finishing equipment as used in this Subsection refers to both finishing machines and finishing bridges.

Limit the rate of placing concrete to that which can be finished before the beginning of initial set. Do not place bridge deck concrete until the Engineer is satisfied that the rate of producing and placing concrete will be sufficient to complete the placing and finishing operations within the scheduled time, that a sufficient number of experienced finishing equipment operators and concrete finishers are employed, that fogging equipment and all necessary finishing tools and equipment are on hand at the site of the work and in satisfactory condition for use. Set up and demonstrate proper working condition of the finishing equipment to permit inspection during the daylight hours before each pour. Provide adequate lighting facilities if it is determined that concrete placement and finishing operations may not be completed during daylight hours.

Should settlement or other unanticipated events occur, which in the opinion of the Engineer would prevent obtaining a bridge deck conforming to the requirements of these specifications, discontinue placing of deck concrete until satisfactory corrective measures are provided. In the event satisfactory measures are not provided before initial set of the concrete in the affected area, discontinue the placing of concrete and install a bulkhead at a location determined by the Engineer. Immediately remove all concrete in place within the affected area.

Unless otherwise specified in the plans, after placing and consolidating the concrete, use a finishing machine to perform concrete strike off, finishing and texturing. Use a self propelled mechanical finishing machine capable of forward and reverse movement under positive control. The finishing machine shall be equipped with a rotating cylindrical single or double drum screed not more than 1.5 m (5 ft) in length, operating transversely to the bridge centerline. It shall have the necessary adjustments to produce the required cross section and grade and shall allow all screeds to be raised and lowered under positive control. The upper vertical limit of screed travel shall permit the screed to clear the finished concrete surface. Use hand tools operated from finishing bridge(s) to supplement the finishing machine as specified or otherwise permitted.

Provide at least one finishing bridge of rigid construction, free of wobble and springing under operation and easily moveable. Provide additional finishing bridges as necessary to complete finishing operations without undue delay or as otherwise directed.

Support finishing equipment on adjustable steel rails or pipes set to elevations to provide a bridge deck surface true to the required grade and cross section. Provide rails that will not result in any appreciable deflection due to the mass of the finishing equipment under operation. Locate rails beyond the perimeter of concrete placement such that finishing equipment may operate without interruption over the entire bridge deck being finished and permit the screed of the finishing machine to fully clear the ends of concrete to be placed. Unless otherwise permitted, locate rail supports completely outside the pour area such that support hardware is not required to be left within or removed from the placed concrete. Do not weld the rail supports to any portion of the structure. Set rail elevations with an allowance for anticipated settlement, camber, and falsework deflection. Verify the adjustment and operation of deck finishing equipment and support rails by moving the finishing bridge and finishing machine over the full length of the deck section to be placed and traversing the float completely across all end bulkheads before placement of concrete is begun.

Unless otherwise permitted, operate the finishing machine to place and strike off bridge deck concrete along a line parallel to the bridge abutments or piers. Do not place concrete more than 3 m (10 ft) ahead of strike off. Complete strike off and consolidation within 15 minutes after the concrete is placed. When the plans specify that decks may be hand finished, strike off placed concrete to the appropriate grade and cross section using a metal or metal-clad template. Concrete surfaces under sidewalks and railings may be struck off by hand to the appropriate grade and left unfinished.

When the plans specify that decks may be hand finished, follow concrete strike off with hand operated longitudinal floating to obtain a smooth riding surface using wooden float boards that are ribbed or trussed to provide necessary rigidity. Operate the longitudinal floats, with the long axis of the float parallel to the centerline of the bridge roadway. Operate the float with a combined longitudinal and transverse motion planing off the high areas and floating the material removed into the low areas. Lap each pass of the float's previous pass by half the length of the float. Continue floating until a smooth riding surface is obtained. Maintain float boards free of twist and true at all times.

Finish the surface adjacent to the curb or barrier rail to a smooth troweled texture approximately 300 mm (12 in.) from the face of the curb or barrier rail on the low side or sides of the deck as approved.

After floating, and in advance of the curing operations, texture the concrete surface with a drag strip of burlap or other suitable material.

Immediately following completion of the deck finishing operations, cure the concrete in the deck as specified in Subsection 501.03.09. Provide and be prepared to use fogging equipment according to the requirements of Subsection 501.03.09 to curb the effects of rapid evaporation of mixing water from the deck concrete due to poor environmental conditions. Use the water cure method described in Subsection 501.03.09 when specified or otherwise directed.

When the bridge deck and approach slabs are indicated to be the riding surface, the finished concrete surfaces as well as the adjacent 10 m (30 ft) of approach surface will be tested by means of a "Bridge Deck Profilograph (3.6 m) (12 ft)" according to Test Method No. Nev. T446, Part II "Determination of High Points in Excess of 7.5 mm (0.3 in.)" with the exception that the "7.5 mm (0.3 in.)" is changed to "6 mm (0.25 in.)," and the horizontal scale is changed from "25 mm (1 in.) equals 10 m (32 ft)" to "25 mm (1 in.) equals

5 m (15 ft).” Remove all high areas in excess of 6 mm (0.25 in.) from the hardened concrete surface by abrasive means until the measured deviations, as indicated by reruns of the profilograph, do not exceed 6 mm (0.25 in.).

There will be a minimum 2 profiles per lane, each 1 m (3 ft) from the lane lines and one profile for each shoulder approximately 1 m (3 ft) from the curb or rail face. All profilograph runs will be made in a direction parallel to and in the direction of traffic. In addition, such surfaces shall not vary more than 3 mm (0.01 ft) from the lower edge of a 3.6 m (12 ft) long straightedge placed transversely to traffic between lane lines.

When the bridge deck and approach slab concrete are indicated to be covered by bituminous surfacing or other surfacing, 25 mm (1 in.) or more in thickness, the concrete surfaces shall not vary more than 9 mm (0.03 ft) from the lower edge of the 3.6 m (12 ft) straightedge. Place plantmix bituminous surfacing and correct all high areas according to Subsections 402.03.04 and 403.03.04.

Perform grinding in accordance with Subsection 409.03.11. Produce ground areas of uniform texture and of neat and approximately rectangular patterns which extend laterally to the nearest lane line or edge and longitudinally to lines normal to the centerline.

Apply a grooved finish to concrete bridge decks and approach slabs as described herein unless otherwise indicated in the plans. Groove the concrete deck slab after the concrete deck has been cured and has attained a 21 MPa (3,000 psi) compressive strength and after any grinding to meet surface tolerances.

Perform grooving using diamond blades, mounted on a multi-blade arbor on a self-propelled machine which has been built for grooving concrete pavement. Provide a machine with a depth control device, which will detect variations in the pavement surface and adjust the cutting head height to maintain the depth of groove specified. The grooving device must have devices to control alignment. The grooving device shall have a recoverable water system.

Cut the grooves perpendicular to the centerline of the bridge. Run grooves continuous to not less than 300 mm (12 in.) nor more than 375 mm (15 in.) from the deck edge, parapet, gutter, or barrier rail on each side of the bridge deck. Terminate grooves a maximum of 300 mm (12 in.) from expansion joints or any devices imbedded in the pavement, such as metal joints, access plates, etc. Line up the grooves across construction joints or stopping points to produce grooves that are continuous across the entire surface.

Space grooves randomly between 16 mm (0.625 in.) and 35 mm (1.375 in.), center to center, with an average spacing of approximately 22 mm (0.875 in.). Cut grooves to be between 2.8 mm (0.11 in.) and 3.6 mm (0.14 in.) wide and 3 mm (0.125 in.) to 6 mm (0.25 in.) deep.

Provide an experienced technical representative to assist the Contractor and Engineer during the initial operation and/or subsequent operations if necessitated by special conditions, including, but not limited to, location, alignment, dimensional control, coverage and groove spacing consistency.

Construct the top and face of the finished parapet and curb true and straight, and the top surface of uniform width, free from humps, sags, or other irregularities. When a straightedge 3.6 m (12 ft) long is laid on top of the face of the curb or on the face of the parapet, the surface shall not vary more than 3 mm (0.01 ft) from the theoretical grade or alignment in 3.6 m (12 ft), except that proper allowance shall be made for curves and camber.

502.03.17 Formed Surfaces Requiring Finishing. Surfaces requiring a “fine surface finish” (FSF) or “exposed aggregate finish” will be noted on the plans. Give all exposed surfaces of structures not requiring a fine surface or exposed aggregate finish an ordinary surface finish unless otherwise specified. Only finish exposed surfaces of structures, to 0.3 m (1 ft) below finished grade.

The inside of the culvert barrels, except for a horizontal distance into the ends equal to the height when the end of culvert may be seen from a traveled way, will not be defined as an exposed surface.

502.03.18 Ordinary Surface Finish. Repair the surface of all holes left by form ties and other holes 6 mm (0.25 in.) or more in largest diameter according to Subsection 502.03.15. Produce a surface true and even, free from stone pockets, depressions, or projections beyond the surface. Knock off or grind flush all fins and projections. Fill offsets greater than 3 mm (0.125 in.) or taper back to present a smooth appearance. Make patches of such color and appearance that will blend with the surrounding surface.

Except as provided herein, remove all form bolts and any metal placed for convenience to a depth of at least 25 mm (1 in.) below the surface of the concrete. Remove rock pockets and other unsound concrete. Clean and

fill the resulting holes or depressions with mortar. Form bolts projecting into the cells of box girders need not be removed unless deck forms are removed from the cells, in which case remove such bolts flush with the surface of the concrete.

If rock pockets may affect the strength of the structure or the life of the steel reinforcement, remove and replace the portions of the structure affected as directed.

502.03.19 Fine Surface Finish. The type of fine surface finish, bonded grout finish or class 1 surface finish shall be as called for on the plans. Apply a bonded grout finish unless otherwise specified or shown on the plans. Before applying fine surface finish, first apply an ordinary surface finish according to Subsection 502.03.18.

(a) Bonded Grout Finish. This finish shall be an application of grout consisting of pigments and suitable binder combined with a suitable mineral filler conforming to Subsection 727.02.01. The mineral filler shall pass a 600 μm (No. 30) sieve. Use a binder of epoxy, acrylic, vinyl, polyester, or phenolic resin. This mixture may be thinned by not more than 25% water by volume.

Apply finish to provide a uniform appearance in color and texture.

Furnish certificate issued by the manufacturer, certifying that the product complies with the specifications. Deliver said certificates at least 30 days in advance of placing the material.

Apply the grout by spray, using conventional spray equipment with a 6 mm (0.25 in.) round spray head. Supply material by either a surge pump with a 12 to 1 ratio or an auger type pump, with air pressure sufficient to achieve uniform texture. Replace worn spray heads as required to achieve a uniform finish.

Apply at the rate of 0.60 to 1.20 m^2/L (24 to 50 ft^2/gal).

Apply color of bonded grout finish as shown on the plans. Where the color of the bonded grout finish is not indicated on the plans provide Federal Color No. 37875 as shown in Table VIII of Federal Standard No. 595B.

Thoroughly clean surfaces of concrete just before applying bonded grout finish. Accomplish this by:

1. Application of a 10% solution of muriatic acid or a 25% zinc sulfate solution, as to completely remove any oily film and to lightly etch the surface, or
2. Thorough cleaning by approved abrasive as required to remove all oily film.

Following cleaning, thoroughly rinse the surface with clean water. The surface may be damp, before application of the finish.

Do not apply finish unless temperature is at least 4 °C (40 °F) and is rising. Stop application if temperature is 4 °C (40 °F) and is dropping.

If reflective markers are to be installed on concrete surfaces which require the bonded grout finish, make provisions to accommodate the reflective markers on a clean, smooth concrete surface. Accomplish this by:

1. Masking the concrete surface at the locations where the reflective markers are to be installed, before application of the finish, or
2. After application of the finish, thoroughly removing the finish at the locations where the reflective markers are to be installed, or
3. Installing the reflective markers on the clean concrete surface and placing a protective covering on the reflective markers, before application of the finish, and removing the protective coverings after application of the finish.

(b) Class 1 Surface Finish. Class 1 surface finish shall consist of finishing the surfaces to produce smooth even surfaces of uniform texture and appearance, free of unsightly bulges, depressions and other imperfections.

After completion of the ordinary surface finish, sand areas which do not exhibit the required smooth, even surface of uniform texture and appearance with power sanders or other approved abrasive means until smooth, even surfaces of uniform texture and appearance are obtained. The use of power carborundum stones or disks may be required to remove bulges and other imperfections.

502.03.20 Formed Exposed Aggregate Finish. Give forms for surfaces which are to receive an exposed aggregate finish a minimum of 2 coats of retardant of sufficient strength to cause a 6 mm (0.25 in.) total etch to the finished surface. Use retardants listed in the QPL.

Remove forms from all concrete surfaces requiring an exposed aggregate finish within 14 days after placement of the concrete.

Soon after stripping the forms, wash the concrete to remove all loose material and otherwise clean to provide the specified 6 mm (0.25 in.) etch as approved.

Sandblasting will be permitted for blending purposes only. Should major amounts of sandblasting be required, treat the entire area as approved. Accomplish sandblasting, if permitted or required, as soon after completion of the washing phase as is practical.

Seal exposed aggregate surfaces with a clear non-silicone product with solids completely dissolved. Use a non-staining product which does not form a surface residue after curing. The solids shall become an integral part of the masonry and shall be of a non-diminishing type. Any product which requires agitation will not be accepted. Apply the sealer at the rate recommended by the manufacturer, and as approved.

Construct a 0.6 m (2 ft) by 0.6 m (2 ft) exposed aggregate test panel before placing concrete. This panel will be used to test the acceptability of the exposed aggregate finish and upon approval, shall become a referee panel and the property of the Department. Replace rejected panels with new samples, for approval. All exposed aggregate surfaces shall conform to the referee panel.

502.03.21 Live Loads. Do not allow live loads such as traffic, or dead loads such as superimposed earth loads, on post-tensioned structures until all post-tensioning has been completed, and the concrete has reached a minimum age of 14 days and the required 28 day strength.

Do not allow live loads such as traffic, or dead loads such as superimposed earth loads or steel beams, on any portion of a conventionally reinforced structure until concrete has reached a minimum age of 14 days and the required 28 day strength. Live loads may be allowed on a conventionally reinforced structure when the concrete has reached a minimum age of 8 days and the required 28 day strength in cases where the use of a special high-early strength concrete mix design has been approved.

Do not allow live loads such as traffic, or dead loads such as superimposed earth loads or other construction materials, on any portion of a conventionally reinforced approach slab until the concrete has reached a minimum age of 10 days and 80% of the required 28 day strength. Live loads may be allowed on conventionally reinforced approach slabs when the concrete has reached a minimum age of 7 days and 80% of the required 28 day strength in cases where the use of a special high-early strength concrete mix design has been approved.

Do not allow live loads such as traffic, or dead loads such as superimposed earth loads or other construction materials, on any portion of a precast prestressed box girder structure until the tie bolts are installed and the concrete keys have cured a minimum of 7 days.

In cold weather, increase the above specified time requirement one day for every day the curing time is increased as prescribed in Subsection 501.03.10 (b).

If concrete does not reach the desired strength within the time specified, the Engineer will determine when the strength is adequate to carry live loads.

502.03.22 Permanent Concrete Barrier Rail. Construct concrete barrier rail of the type shown on the plans by either of the following methods:

(a) Cast-in-Place Method. Concrete barrier rails constructed by casting-in-place shall conform to the provisions in this Section.

(b) Extrusion Method. Concrete barrier rails constructed by using an extrusion machine or other similar type equipment shall be of well compacted dense concrete. Evidence of successful operation of the extrusion machine or other equipment may be required before commencement of work.

Vibrate, ram, tamp, or work the concrete with suitable appliances until the concrete has been consolidated to the maximum practicable density, free of rock pockets, and snug against the pre-formed surfaces. In conjunction with said method of consolidation, operate the equipment under sufficient uniform restraint to forward motion to produce the required consolidation.

Produce concrete of such consistency that after extrusion it will maintain the shape of the barrier rail without support.

Set an offset guideline to indicate the grade for the top of the concrete barrier rail from established survey marks. Make the forming portion of the extrusion machine readily adjustable horizontally and verti-

cally during the forward motion of the machine to conform to the predetermined grade line. Attach a grade line gage or pointer to the machine in such a manner that a continual comparison can be made between the barrier rail being placed to the established grade line as indicated by the offset guide line.

Instead of the above method for maintaining the barrier rail grade, the extrusion machine may be operated on rails or forms set at a uniform depth below the predetermined finished top of the barrier grade, or on existing pavement or bridge decks.

Do not combine cast-in-place and extruded barrier rail within a given "run" unless otherwise approved.

Construct concrete barrier rail with a smooth, uniform appearance and conforming to the horizontal and vertical lines shown on the plans. Construct the concrete barrier rail true, straight, and of uniform width, free of humps, sags, and other irregularities.

When a straightedge 3.6 m (12 ft) long is laid on top of the barrier rail, the surface shall not vary more than 6 mm (0.25 in.) from the edge of the straight edge on the theoretical grade, except that proper allowances shall be made for curves. When a straightedge 3.6 m (12 ft) long is laid along the face of the barrier rail, the surface shall not vary more than 12.5 mm (0.5 in.) from the edge of the straightedge on the theoretical alignment, except that proper allowances shall be made for curves.

Construct expansion joints only at structures. Construct expansion joints of the width shown on the plans by sawing or forming through the barrier section to its full depth. Insertion of joint filler is not required.

When expansion joints are not constructed by sawing, construct the expansion joints as provided in these specifications.

If sawing or forming joints is performed before the concrete has hardened, support firmly the adjacent portions of the barrier rail with close fitting shields.

If the optional horizontal construction joint is used and the footing is poured immediately ahead of the extruded portion of the barrier rail, the required 200 mm (8 in.) dowels may be omitted provided the barrier is placed before the concrete in the footing has attained the initial set.

If extrusion methods of placement are used, place the horizontal reinforcing bars continuously.

Place one-way or two-way reflective markers on top of the concrete barrier rail according to Standard Plan Sheet No. R-9.2.2. One-way and two-way reflectors and their colors shall conform to the requirements of the MUTCD. Use reflective markers listed in Subsection 625.02.02.

The binding agent (epoxy) used for fastening the reflective markers to the top of the concrete barrier rail shall conform to Subsection 728.03.04.

The joint sealer along the edges of concrete barrier rail shown on Standard Plan Sheet No. R-8.6.1 shall be one of the single component, hot applied sealants (Asphalt and Ground Rubber) listed in the QPL.

502.03.23 Portable Precast Concrete Barrier Rail. Construct new portable precast concrete barrier rail or use State-furnished if so specified.

Construct portable precast concrete barrier rail according to the plans and these specifications.

The barrier rail shall be true, straight, and free of lumps, sags, and other irregularities. When a straight edge 3.6 m (12 ft) long is laid on top of the barrier rail, the surface shall not vary more than 6 mm (0.25 in.) from the edge of the straight edge. When a straight edge 3.6 m (12 ft) long is laid along the face of the barrier rail, the surface shall not vary more than 12.5 mm (0.5 in.) from the edge of the straight edge. Allow inspection of the barrier rail prior to delivery

Obtain State-furnished portable precast concrete barrier rail from storage, at locations specified.

In either case, remove and stockpile all materials at the locations specified when the portable precast concrete barrier rail is no longer required, and said portable precast concrete barrier rail shall remain or become the property of the State.

Reflectorize portable precast concrete barrier rail by placement of a two-way reflector in the center of each barrier rail section and located on top of the rail. Color of the reflectors shall conform to the MUTCD. Use reflective markers listed in Subsection 625.02.02.

502.03.24 Precast Concrete Box Culverts. Precast reinforced concrete box culverts may also be furnished in lieu of the cast-in-place method.

Design and construct square or rectangular precast reinforced concrete boxes conforming to AASHTO M259 or M273 (ASTM C789 or C850), as controlled by the amount of cover shown on the plans and Interstate Live Load Conditions (Table 2). Minor deviations from the design dimensions may be allowed in order to conform with manufacturing processes upon approval.

Submit 2 sets of complete working drawings for the precast concrete boxes prepared specifically for the contract for review and approval. After approval, submit 5 sets of the approved working drawings. Supply working drawing sheets not exceeding 700 mm (28 in.) by 1,050 mm (42 in.) in size and include on each drawing the jobsite name of the structure as shown on the contract plans, district-county-route, bridge number, contract number, Contractor, and sub-contractor, if any.

(a) Manufacturer Prequalification. Have the manufacturer of precast reinforced concrete box (RCB) sections submit for approval, substantial evidence of qualification to produce the product. Such evidence of prequalification shall include the following:

1. Written evidence of successful completion of at least 3 projects of size and scope similar to the project for which he wishes to be prequalified for. The projects shall have been performed within the previous 3 years. Such evidence shall include references for said work.
2. A written document detailing the manufacturer's Quality Control Program which demonstrates conformance to the requirements of these specifications.

The Engineer may, at his option, inspect the precast facilities including, but not limited to, reinforcing assembly; forming equipment; concrete batching facilities; placement, curing, and handling equipment; and testing and inspection equipment and procedures.

(b) Concrete. Concrete shall be as specified in AASHTO M259 or M273 (ASTM C789 or C850), with the following modifications:

1. Cement shall meet the requirements of ASTM C150. When using Type IP cement, the requirement that the pozzolan constituent be only fly ash, is waived.
2. When Subsection 501.02.01 of the Special Provisions requires the use of Type V cement for sulfate protection, use cement meeting the requirements specified therein. If sulfate protection is not required, cement may be Type II, Type V, or Type IP(MS).
3. When a wet cast manufacturing process is used, air entrainment of 4% to 7% shall be required, except that in Clark County no air entrainment is required. A wet cast manufacturing process is defined as one in which forms are removed after 6 hours or more.
4. When a dry cast manufacturing process is used, no air entrainment is required. A dry cast manufacturing process is defined as one in which the concrete is densified by continuous vibration, and forms are removed immediately.

Submit for review and approval a copy of the concrete mix design which will be used in the manufacture of the precast box sections. The mix design shall identify the type of casting process, wet cast or dry cast, and shall show the sources and mass proportions of all materials to be used.

(c) Certification. Submit a certificate of compliance issued by the manufacturer of the precast RCB sections at the time of shipment. The certificate shall include the following:

1. The specification under which the box sections were manufactured.
2. The NDOT contract number for which the box sections were manufactured.
3. The number of box sections of each size which are being shipped.
4. A statement that the construction of the box sections, and all materials used therein, are in compliance with the requirements of the applicable ASTM or AASHTO specifications.

The manufacturer of the precast RCB sections shall maintain, for a period of one year following shipment, a copy of the appropriate test reports and other documentation necessary to support the certificates of compliance.

Give written notification 2 weeks in advance of performing casting operations.

Carefully handle concrete boxes in loading, unloading, transporting, and laying.

Do not lay boxes which are cracked, checked, spalled, or damaged, and permanently remove all such sections from the work. Boxes which show defects due to handling will be rejected at the site of installation regardless of prior acceptance.

Fine cracks and checks on the surface of the member which do not extend to the plane of the nearest reinforcement will not be cause for rejection unless they are numerous and extensive. Repair cracks which extend into the plane of the reinforcing steel, but are acceptable otherwise, in an approved manner.

Repair small damaged or honeycombed areas, which are purely surface in nature. Excessive damage, honeycomb, or cracking will be subject to structural review. Make sound repairs, properly finish, and cure in conformance with the pertinent specifications. When fine cracks or hairchecks on the surface indicate poor curing practices, discontinue further production of precast boxes until corrections are made and proper curing provided.

Bed the boxes as shown on the plans.

Begin the placing of the boxes at the downstream end of the line. Place the grooved ends of the box segments facing upstream. Place the bottom of the segments in full contact with the prepared bedding. Check the box segments for alignment and grade at the time of joining the sections.

Keep the interior of the boxes free of dirt and other foreign material as the box laying progresses, and leave clean at the completion of the work. Take up and relay any box which is not in true alignment, which shows any undue settlement after laying, or is damaged.

Join the box segments in such a manner that the ends are fully entered and the inner surfaces are flush and even. The maximum tolerable gap in the joints will be 19 mm (0.75 in.), checked immediately after making each joint. If any annular space exists in the interior portion of the joint, fill with an approved mortar. Finish the mortar flush with the interior surfaces of the box units.

Seal joints for precast boxes with flexible, watertight, preformed joint material installed according to the manufacturer's recommendations. Joint material shall conform to Section 707.

For multiple box installations, solidly fill the 75 mm (3 in.) space between the box lines with grout. Use grout of workable mix suitable for pumping without segregation. Place the grout by pumping or an approved alternate method. Consolidate the grout by mechanical vibration or rodding during placing. Perform the grouting in a continuous pour in lifts not exceeding 1.8 m (6 ft). Vertical grout barriers may be used to control the flow of grout horizontally. The grout shall attain a minimum compressive strength of 17 MPa (2,500 psi) in 28 days when tested according to ASTM C39.

502.03.25 Elastomeric Concrete. Submit certified test results for the elastomeric concrete and all components for product approval before submission of placement drawings. The certified test results shall show the elastomeric concrete and its components meet all the requirements specified in Subsection 502.02.03. The testing shall be conducted and certified by a testing facility independent of the product manufacturer or supplier.

Upon approval of the elastomeric concrete, submit placement drawings for approval. Placement drawings shall show all dimensions, details and procedures necessary to install the elastomeric concrete.

After removal of concrete or plantmix and before installation of any steel extrusions, scarify the recesses by sandblasting. Completely clean and dry the recesses. Prime the recesses as required by the manufacturer.

Set the steel extrusions at the proper line and grade, with the distance between extrusions set to proper width. Place tape or similar protection on the existing concrete around the blockouts to provide a neat appearance. Place non-sticking planking or other approved materials between the steel extrusions to prevent flow of elastomeric concrete into the joint opening.

Mix the aggregates for the elastomeric concrete together and preheat, if recommended by the manufacturer. Add the elastomeric binder and thoroughly mix the concrete. Immediately after mixing, place the elastomeric concrete in the recess and completely distribute underneath the steel extrusions, around the anchor bars and against the face of the recess and steel extrusions. Trowel the surface smooth against the extrusions and deck.

The joint shall be able to carry traffic within 3 hours of placement of the elastomeric concrete. Heat may be applied if necessary to achieve this.

Arrange to have a skilled technical representative from the elastomeric concrete supplier on site for the dura-

tion of all elastomeric concrete work. The elastomeric concrete supplier's skilled technical representative shall provide:

(a) Health and safety training for all personnel handling elastomeric concrete and its components.

(b) Directions for mixing and installing of the elastomeric concrete.

(c) Limitations on the use of elastomeric concrete.

Cause for rejection of the elastomeric concrete shall be as follows:

(a) Inability to store, handle, mix or install the materials according to the manufacturer's recommendations and as specified herein.

(b) Voids or excessive bubbles found in the in-place elastomeric concrete.

(c) Immediate degradation of material properties under field conditions.

(d) Failure of elastomeric concrete to setup and harden sufficiently to carry traffic within 3 hours after placement.

Completely remove and replace any rejected material.

METHOD OF MEASUREMENT

502.04.01 Measurement. Concrete will be measured by the cubic meter (cubic yard).

Fine surface finish will be measured by the square meter (square yard).

The estimated quantities shown on the plans for concrete and fine surface finish, plus or minus authorized quantity changes, will be the quantity used for payment. The Engineer or the Contractor may, however, request final measurement. Submit request for final measurement in writing. When final measurement is made the quantities derived therefrom will be the quantities used for payment.

The estimated quantities shown on the plans for reinforced concrete box culverts will be based upon dimensions required for cast-in-place construction, regardless of said method being optional. There will be no adjustment of quantities due to the optional use of the precast method.

If Portland cement concrete is placed and is shown by test to be below the specified 28 day compressive strength, the Engineer will determine as to whether the concrete shall be removed and replaced or allowed to remain in place. This determination shall be based on an evaluation of the durability and other qualities of the concrete necessary to the integrity of the structure. If the concrete is allowed to remain in place, the Department will deduct from money due, or to become due to the Contractor from the Department, a percentage of the unit bid price. This deduction shall be considered to be liquidated damages and shall be at a rate of 3% of the contract unit bid price for each 1% (rounded to the nearest 1%) below 95% of the 28 day compressive strength to a maximum of 30% of the unit bid price, as set forth in the following example.

Percent of Specified 28 Day Compressive Strength	Examples MPa (psi)	Liquidated Damage Per Unit Bid Price
100	21.0 (3,000) — 31.0 (4,500)	0
95	20.0 (2,850) — 29.5 (4,275)	0
94	19.7 (2,820) — 29.2 (4,230)	3
93	19.5 (2,790) — 28.9 (4,185)	6
92	19.3 (2,760) — 28.5 (4,140)	9
91	19.1 (2,730) — 28.2 (4,095)	12
90	18.9 (2,700) — 27.9 (4,050)	15
89	18.7 (2,670) — 27.6 (4,005)	18
88	18.5 (2,640) — 27.3 (3,960)	21
87	18.3 (2,610) — 27.0 (3,915)	24
86	18.1 (2,580) — 26.7 (3,870)	27
85	17.9 (2,550) — 26.4 (3,825)	30

The reduced price shall apply to all concrete represented by the strength tests below the specified minimum compressive strength.

If directed, remove and replace concrete represented by the strength tests below the specified minimum compressive strength.

When a compressive strength test falls below the specified 28 day compressive strength, the Department may determine that an alternate strength test is required or the Contractor may request such test. When the Department determines that an alternate strength test is required, the Contractor will not be liable for the cost of such test. If the Contractor elects to have an alternate strength test made, the Department will then make such a test; however, should this test fail to indicate that the 28 day compressive strength requirements have been met, the cost thereof shall be deducted from any money due or to become due the Contractor. The alternate strength test shall consist of obtaining and testing 3 drilled core samples according to ASTM C42. The test specimens will be taken at a single suitable location, and shall be from the same area represented by the original strength test. The cores will be obtained and the test performed by the Department.

The average compressive strength of the 3 drilled core samples at the age tested shall be converted to a 28 day compressive strength as shown in the following Chart No. 1:

CHART NO. 1 (METRIC)

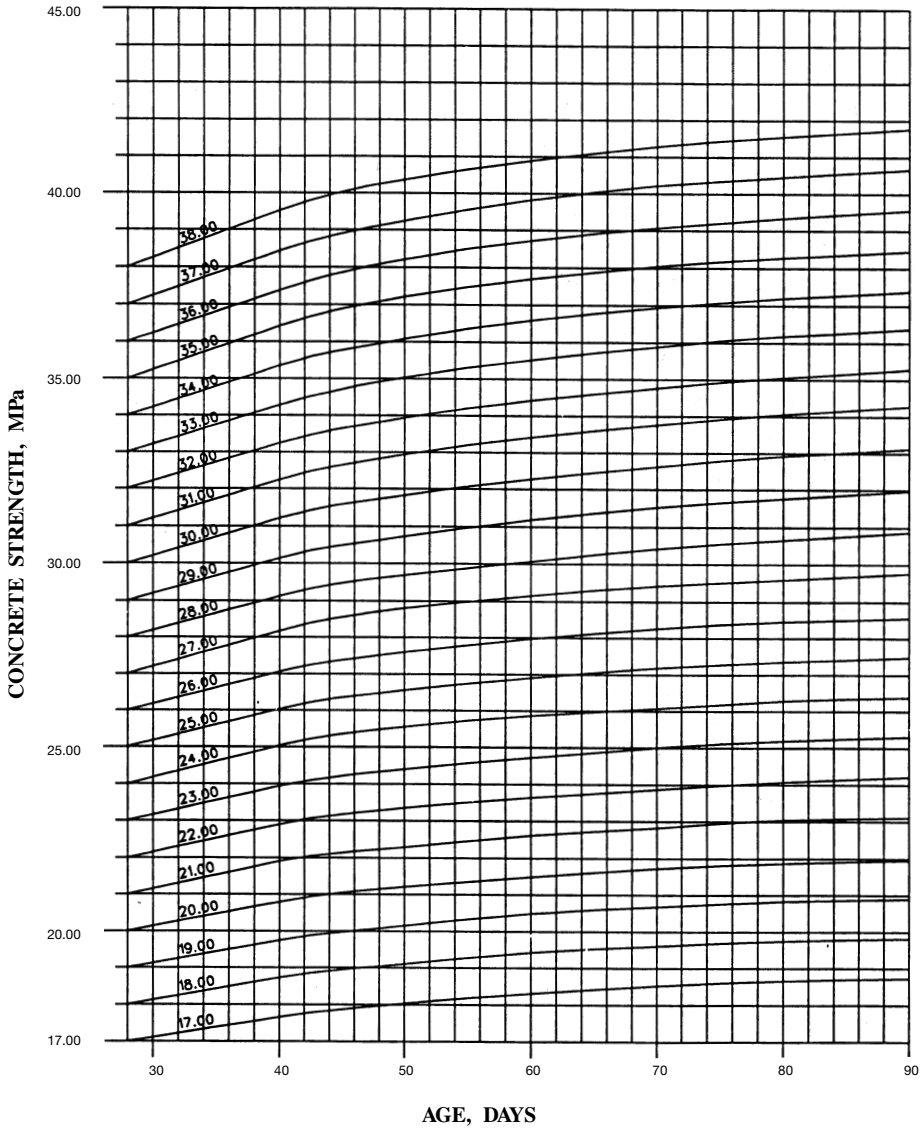
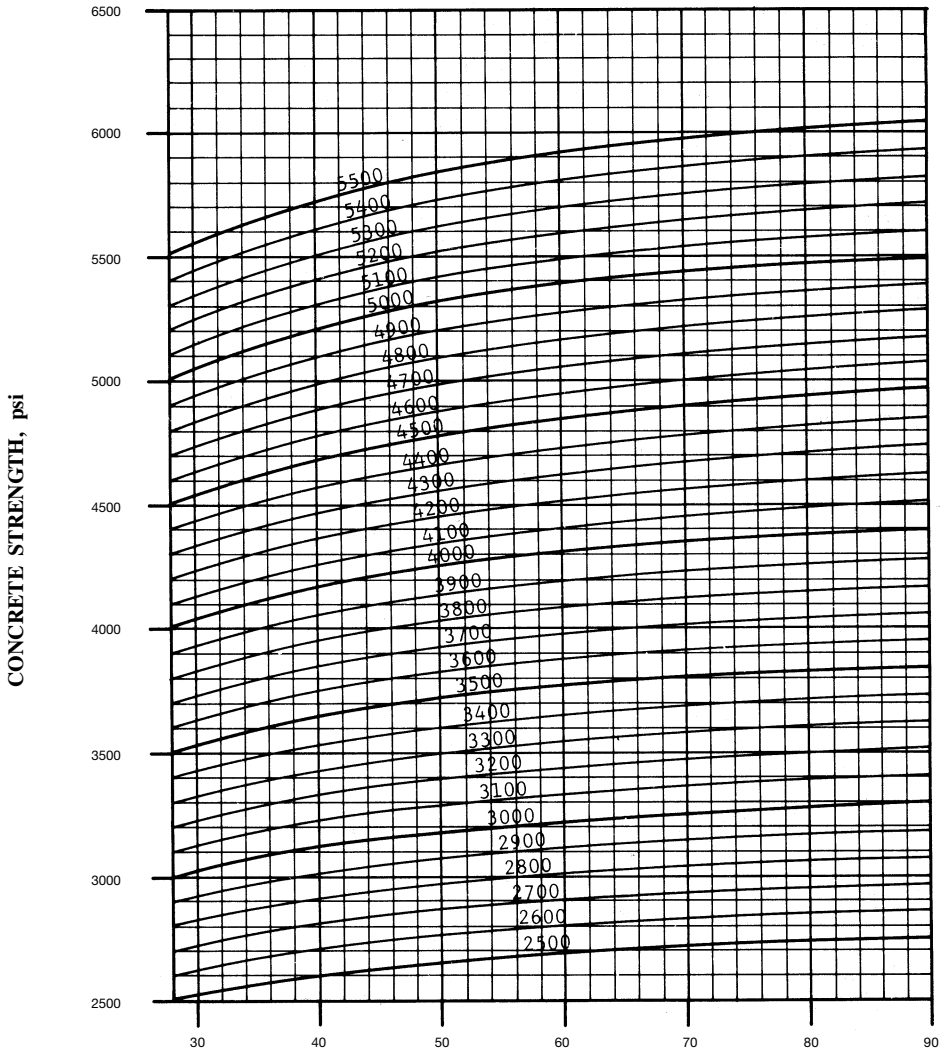


CHART NO. 1 (ENGLISH)



This calculated value shall be termed the "result of the core test." When the result of the core test validates the original 28 day strength test, the quality of the concrete shall be assessed on the basis of the original test. When the core test does not validate the 28 day strength, then the result of the core test will be used to assess the quality of the concrete.

The quantity of concrete involved in fillets, scorings, and chamfers 1,300 mm^2 (2 $in.^2$) or less in cross sectional area will be neglected. No deduction will be made for the volume of concrete displaced by reinforcing steel, expansion joint material, drainage, and weep holes. The volume of concrete displaced by pipes, conduits, ducts (except that no deduction shall be made for prestressing ducts), and forms for voids embedded in concrete that are in excess of 1,300 mm^2 (2 $in.^2$) in cross sectional area will be deducted. Deduction will be made for the volume of timber piles, concrete piles, and cast-in-place piles embedded in the concrete.

No measurements or other allowances will be made for work, material or additional concrete required for the use of stay-in-place metal forms.

Tremie seal concrete will be measured by the cubic meter (cubic yard), based on batched volume placed.

Compression joint seal will be measured by the linear meter (linear foot).

Concrete bridge deck repair will be measured by the force account according to Subsection 109.03.

Permanent and portable precast concrete barrier rail will be measured by the linear meter (linear foot).

Portable concrete barrier rail will be measured one time only, for its initial installation, and movement of the rail from one location to another shall be considered necessary and essential and shall not constitute grounds for remeasurement.

Precast concrete box culverts will be measured by the linear meter (linear foot) of the size specified.

Strip seal expansion joints will be measured by the linear meter (linear foot).

Laminated elastomeric bearing pads will be measured by the each.

Elastomeric concrete will be measured by the cubic meter (cubic foot).

Groove concrete deck slab will be measured by the square meter (square yard).

Bridge deck curing compound will be measured by the liter (gallon).

BASIS OF PAYMENT

502.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

The headwalls to be cast-in-place at the end of the precast concrete box culverts will be measured and paid for under the appropriate items of work.

Payment will be made under:

Pay Item	Pay Unit
Class ____ Concrete (Major)	Cubic Meter (Cubic Yard)
Class ____ Concrete (Minor)	Cubic Meter (Cubic Yard)
Class ____ Concrete, Modified (Major)	Cubic Meter (Cubic Yard)
Class ____ Concrete, Modified (Minor)	Cubic Meter (Cubic Yard)
Tremie Seal Concrete	Cubic Meter (Cubic Yard)
Fine Surface Finish	Square Meter (Square Yard)
Concrete Barrier Rail (type)	Linear Meter (Linear Foot)
Portable Precast Concrete Barrier Rail	Linear Meter (Linear Foot)
Portable Precast Concrete Barrier Rail (State-Furnished)	Linear Meter (Linear Foot)
Compression Joint Seal	Linear Meter (Linear Foot)
Concrete Bridge Deck Repair	Force Account
Precast Concrete Box Culvert (size)	Linear Meter (Linear Foot)
Strip Seal Expansion Joint (movement)	Linear Meter (Linear Foot)
Laminated Elastomeric Bearing Pads	Each
Elastomeric Concrete	Cubic Meter (Cubic Foot)
Groove Concrete Deck Slab	Square Meter (Square Yard)
Bridge Deck Curing Compound	Liter (Gallon)

SECTION 503

PRECAST PRESTRESSED CONCRETE MEMBERS

DESCRIPTION

503.01.01 General. This work consists of prestressing (a) precast concrete members, or (b) cast-in-place concrete members, by furnishing, placing, and tensioning prestressing steel.

(a) Precast Concrete Members. This work consists of furnishing and placing either precast reinforced concrete members or precast prestressed concrete members, whichever is indicated on the plans.

Precast prestressed concrete members may be furnished and placed in lieu of the precast reinforced concrete members. If a precast prestressed option is not shown, the dimensions shall be the same as shown on the plans for the precast reinforced concrete members.

Furnish and place complete precast prestressed concrete members including all concrete, prestressing steel and items appurtenant to the prestressing method used, reinforcing steel and incidental materials in connection therewith. Place precast concrete piling as provided in Section 508.

(b) Cast-In-Place Concrete Members. This work includes the furnishing and installation of any appurtenant items necessary for the particular prestressing system to be used, including but not limited to ducts, anchorage assemblies and grout used for pressure grouting ducts.

503.01.02 PCI Certification. Produce all precast prestressed concrete members in a fabrication plant certified by the Precast/Prestressed Concrete Institute (PCI). The fabrication plant shall have a B3 or B4 Certification as required for the members being produced. Portable pretensioning beds will not be allowed. Submit a copy of the fabrication plant's PCI Certification before or along with the first submittal of shop drawings.

MATERIALS

503.02.01 General. Material shall conform to the following Sections and Subsection:

Portland Cement Concrete	Section 501
Concrete Structures	Section 502
Reinforcing Steel	Section 505
Prestressing Steel	Subsection 713.03.04

CONSTRUCTION

503.03.01 General. Perform prestressing by either (a) pretensioning methods, or (b) post-tensioning methods. If the plans show details for only one particular method, the use of the alternate method will be allowed only upon approval. If use of the alternate method is approved, submit complete details and design calculations for the alternate and for any other necessary modifications to the member for approval. Do not commence work until approval is granted in writing.

Submit working drawings for approval, giving complete details and substantiating calculations of the method, materials, and equipment proposed for use in the construction, prestressing, and/or erection operations. Outline in such details the method of prestressing, and include the arrangement of the prestressing steel and mild steel reinforcement in the member, any additions or rearrangement of reinforcing steel, any revision in concrete dimensions from that shown on the plans, and working stresses. For the post-tensioning method, also include on the working drawings the specifications and details of anchoring devices and distribution plates or assemblies, calculated stresses in the anchorages and distribution plates, type of post-tensioning enclosures, sequence of stressing prestressing steel, pressure grouting materials and equipment, and a method of detensioning the prestressing steel should it become necessary to do so before grouting takes place.

For the pretensioning method, show on the shop drawings a sequence for cutting or releasing the prestressing steel. Do not start fabrication of any precast prestressed concrete member until shop drawings have been approved and written notice has been provided to the Engineer.

Post-tensioning anchorage systems to be used in cast-in-place concrete structures will be approved based on prequalification testing. Conduct prequalification testing by an independent testing laboratory which certifies that the complete tendon anchorage system meets the requirements of Subsection 503.03.04. Include drawings in the submittal of prequalification testing that accurately show the test arrangement, jack calibration, jacking forces and tendon elongation. Include the tendon anchorage system, reinforcing steel, concrete block dimensions and clearances on the drawings. Tests conducted for other state transportation agencies may be accepted as prequalification testing.

Do not use or install prestressing steel in the work until the prestressing steel has been sampled, tested and approved for use.

Precast Concrete Members. Submit drawings of the forms proposed for the precast members. Show in such drawings the complete details of the type of forms proposed for providing any indicated openings and proposed method of supporting and anchoring such forms.

If electing to prestress precast concrete members and a prestressed option is not shown on the plans, design the members as precast prestressed members and submit 3 copies of the design and stress calculations for review and approval. Submit said design and stress calculations a minimum of 4 weeks before casting members.

Submit 4 sets of all working drawings prepared specifically for the contract for initial review and approval. After initial approval, submit 6 sets of final working drawings for final approval. See Subsection 105.02. Working drawing sheets shall not exceed 700 mm (28 in.) by 1,050 mm (42 in.) in size and each drawing shall include the jobsite name of the structure as shown on the contract plans, district-county-route, bridge number, contract number, Contractor, and subcontractor if any.

Give notice in writing 2 weeks in advance of performing prestressing operations.

503.03.02 Protection of Materials. Protect all prestressing steel against physical damage, rust, and other results of corrosion at all times from manufacture to grouting or encasing in concrete. Prestressing steel that has sustained physical damage will be rejected. The development of visible rust or other results of corrosion will be cause for rejection.

Package prestressing steel in containers or shipping forms for the protection of the steel against physical damage and corrosion during shipping and storage. Place a corrosion inhibitor which prevents rust or other results of corrosion in the package or form, or incorporate in a corrosion inhibitor carrier type packaging material, or when permitted, apply directly to the steel. The corrosion inhibitor shall have no deleterious effect on the steel or concrete or bond strength of steel to concrete. Immediately replace or restore packaging or forms damaged from any cause to original condition.

Clearly mark the shipping package or form with a statement that the package contains high-strength prestressing steel, the care to be used in handling, and the type, kind and amount of corrosion inhibitor used, including the date when placed, safety orders and instruction for use.

Do not weld reinforcing or prestressing steel. Any weldments to reinforcing or prestressing steel shall be subject to rejection. Replace at no expense to the Department any reinforcing or prestressing steel rejected by the Engineer.

Make no welds or grounds for welding equipment on the forms or on the steel in the member after the prestressing steel has been installed.

If prestressing steel for pretensioning is placed in the stressing bed and exposed to the elements for more than 36 hours before encasement in concrete, take acceptable measures to protect said steel from contamination or corrosion.

Continuously protect prestressing steel for post-tensioning which is installed in members before placing and curing of the concrete, against rust or other 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 requirements specified above.

Submit the following for the corrosion inhibitor: Brand name, a sample, a list of chemicals and their proportions, and instructions for use.

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 protective packaging has been opened, rust which may form during said 10 days will not be cause for rejection of the steel. The use of a corrosion inhibitor

in the duct following installation of the prestressing steel within the above 10 days, will not be required except when requested because of adverse weather conditions. Prestressing steel installed as above but not grouted within 10 days shall be subject to all the requirements in this Subsection pertaining to corrosion protection and rejection because of rust.

When steam curing is used, do not install prestressing steel for post-tensioning until the steam curing is completed.

Use water for flushing ducts containing either quick lime (calcium oxide) or slaked lime (calcium hydroxide) in the amount of 12 g/L (0.10 lb/gal). Use oil free compressed air to blow out ducts.

503.03.03 Forms. Do not deposit concrete in the forms until after inspection of the placing of the reinforcement, anchorages, any enclosures, and/or prestressing steel. Deposit concrete in forms that have a minimum temperature of 5 °C (41 °F) and a maximum temperature the same as the concrete at the time of placement.

Vibrate the concrete internally or externally, or both, as required to consolidate the concrete. Vibrate with care and in such a manner to not displace reinforcement, enclosures and/or prestressing steel.

Construct forms for interior cells or holes in the members of a material that will resist breakage or deformation during the placing of concrete and will not materially increase the mass of the member. "Lost forms," left in place in interior cells, shall not exceed 575 N/m^2 (12 lb/ft^2) of supported deck area.

Side forms for prestressed members may be removed the next day after placing concrete therein, provided satisfactory arrangements are made for curing and protecting the concrete. Remove all side forms before releasing pretensioned prestressing steel and before tensioning post-tensioned prestressing steel. Remove side forms of precast pretensioned members after the concrete has reached a compressive strength of 21 MPa (3,000 psi) and prior to cooling when steam curing methods are used.

For precast members, provide holes for anchor bars, and for diaphragm dowels which pass through the member, openings for connection rods, recesses for grout, and any other holes and recesses as necessary in the members according to the details shown on the plans. Where diaphragm dowels do not pass through the member, the dowels may be anchored in the member by embedment in the concrete or by means of an approved threaded insert.

Lifting anchors may be installed in members to be placed in bridge decks provided that all of the anchor above the concrete is removed after the member is placed.

503.03.04 Anchorages and Distribution. Secure all post-tensioned prestressing steel at the ends by means of approved permanent type anchoring devices.

All anchorage devices for post-tensioning shall hold the prestressing steel at a load producing a stress of not less than 95% of the specified ultimate tensile strength of the prestressing steel.

When headed wires are used, the outside edge of any hole for prestressing wire through a stressing washer or through an unthreaded bearing ring or plate shall not be less than 6 mm (0.25 in.) from the root of the thread of the washer or from the edge of the ring or plate.

Distribute the load from the anchoring device to the concrete by means of approved devices that will effectively distribute the load to the concrete. Such approved devices shall conform to the following:

(a) The final unit compressive stress on the concrete directly underneath the plate or assembly shall not exceed 21 MPa (3,000 psi).

(b) Bending stresses in the plates or assemblies induced by the pull of the prestressing steel shall not exceed the yield point of the material or cause visible distortion in the anchorage plate when 95% of the specified ultimate tensile strength of the tendons is applied.

(c) Materials and workmanship shall conform to Section 506.

If furnishing anchoring devices of a type which are sufficiently large and which are used in conjunction with a steel grillage embedded in the concrete that effectively distributes the compressive stresses to the concrete, the steel distribution plates or assemblies may be omitted.

If loop tendon anchorages are used, enclose them in ducts for their entire length.

Where the end of a post-tensioned assembly will not be covered by concrete, recess the anchoring devices so that the ends of the prestressing steel and all parts of the anchoring devices will be at least 50 mm (2 in.) inside of the end surfaces of the members, unless a greater embedment is shown on the plans. Following post-tensioning, fill the recesses with concrete conforming to the requirements for the structure and finish flush.

503.03.05 Ducts. Accurately place duct enclosures of mortar-tight rigid galvanized ferrous metal.

Provide all ducts or anchorage assemblies with pipes or other suitable connections for injection of grout after prestressing.

Ducts for prestressing steel made up of a single wire, bar or strand, shall have a minimum inside diameter 10 mm ($^3/_8$ in.) larger than the diameter of the wire, bar or strand to be used. For tendons made up of a plurality of wires, bars, or strands, the duct area shall be at least twice the gross area of the prestressing steel.

Securely fasten ducts for prestressing steel in place to prevent movement.

After installation in the forms, cover the ends of the ducts at all times as necessary to prevent the entry of water or debris. If prestressing steel is to be installed after the concrete has been placed, blow out or flush and blow out the duct immediately before installation of the steel. Satisfactorily demonstrate that the ducts are free of water and debris immediately before installation of the steel.

Fabricate rigid ducts with either welded or interlocked seams. Galvanizing of the welded seam will not be required. Provide ducts of sufficient strength to maintain their correct alignment during placing of concrete. Use positive metallic connections between sections which do not result in angle changes of the joints. Use waterproof tape at the connections. Bend ducts without crimping or flattening. Transition couplings connecting said ducts to anchoring devices need not be galvanized.

(a) Precast Members. In lieu of metallic enclosures, openings for prestressing steel may be formed by means of cores or ducts composed of rubber or other suitable materials which are removed before installing prestressing steel.

(b) Cast-In-Place Concrete Members. Vent all ducts for continuous structures within 1 m (3 ft) of the high points of the cable path. Use vents of 12.5 mm ($^1/_2$ in.) minimum diameter standard pipe. Make connections to ducts with metallic structural fasteners. Use mortar-tight vents, tape as necessary, and provide means for injection of grout through the vents and for sealing the vents. Remove end of vents 25 mm (1 in.) below the top of the top slab after grouting has been completed.

503.03.06 Prestressing. Tension prestressing steel by means of hydraulic jacks so that the force in the prestressing steel is not less than the value shown on the plans.

Tension prestressing steel to an initial force of 20% of the jacking force. After initial tensioning, apply final jacking force to prestressing steel and measure elongation.

Do not allow the temporary tensile stress (jacking stress) to exceed 75% of the specified minimum ultimate tensile strength of the prestressing steel. Anchor prestressing steel at stresses (initial stress) that will result in the ultimate retention of working forces of not less than those shown on the plans, but do not allow the initial stress at the anchorage to exceed 70% of the specified minimum ultimate tensile strength of the prestressing steel. Do not allow the stress at the end of the seating loss zone to exceed 83% of the yield point stress of the prestressing steel. Do not allow working stress to exceed 80% of the yield point stress of the prestressing steel.

Working force and working stress will be considered as the force and stress remaining in the prestressing steel after all losses, including creep and shrinkage of concrete, elastic compression of concrete, creep of steel, losses in post-tensioned prestressing steel due to sequence of stressing, friction and take up of anchorages, and all other losses peculiar to the method or system of prestressing have taken place or have been provided for.

The loss in stress in post-tensioned or pretensioned prestressing steel due to creep and shrinkage of concrete, creep of steel, sequence of stressing, and elastic compression of concrete shall be as indicated on the plans. Determine losses peculiar to the chosen method or system of prestressing such as sequence of stressing or friction and take up of anchorage and include in submittal of substantiating calculations for review.

Equip each jack used to stress tendons with either a pressure gage or a load cell for determining the jacking stress. Provide pressure gage, if used, with an accurately reading dial at least 150 mm (6 in.) in diameter. Calibrate each jack and its gage as a unit with the cylinder extension in the approximate position that it will be at final jacking force, and accompany with a certified calibration chart. Provide calibrated load cell, if used,

with an indicator by means of which the prestressing force in the tendon may be determined. Do not use the lower 10% of the manufacturer's rated capacity of the load cell in determining the jacking stress.

The certified calibration charts for the hydraulic jacks, pressure gages, or load cells used for tensioning prestressing steel may be checked before and during tensioning operations with state-furnished load cells. Provide sufficient labor, equipment, and material to install and support the load cells at the prestressing tendons and to remove the load cells after the checking is complete, as ordered. The checking operations, will be conducted by the Engineer.

Do not perform the tensioning of prestressing steel in any post-tensioned member or the cutting or releasing of prestressing steel in any pretensioned member until the concrete has attained the minimum compressive strength value specified for stressing or releasing of the steel.

(a) Pretensioning Method. When ordered, check prestressing steel tendons in pretensioned members, if tensioned individually, for loss of prestress not more than 3 hours before placing concrete for the members. The method and equipment for checking the loss of prestress will be subject to approval. Retension all tendons which show a loss of prestress in excess of 3% to the original computed jacking stress.

When prestressing steel in pretensioned members is tensioned at a temperature appreciably lower than the estimated temperature of the concrete and the prestressing steel at the time of initial set of the concrete, increase the calculated elongation of the prestressing steel to compensate for the loss in stress, but do not exceed jacking stress of 75% of the specified minimum ultimate tensile strength of the prestressing steel.

Maintain strand stress between anchorages until placement of concrete is complete and the concrete has reached the minimum compressive strength shown on the plans. Release prestressing steel in such an order that lateral eccentricity of applied prestressing force will be a minimum. Cut prestressing steel flush with the end of the member, unless otherwise shown on the plans, and coat exposed ends of the prestressing steel with an approved zinc-rich paint.

(b) Post-Tensioning Method. Use the following formula and friction coefficients in calculating friction losses in tendons:

$$T_o = T_x e^{(Ua + Kl)}$$

Where: T_o = Steel stress at jacking end, kPa (psi)
T_x = Steel stress at any point x, kPa (psi)
e = Base of Naperian Logarithms
U = Friction curvature coefficient
a = Total angular change of prestressing steel profile in radians from jacking end to point x
K = Friction wobble coefficient 1/mm (1/in.)
l = Length of prestressing steel in mm (in.) from jacking end to point x

Type of Steel	Type of Duct	K	U
Wire or strand	Galvanized-rigid	6.6×10^{-7} (0.0002)	0.25
Plain bars	Galvanized	6.6×10^{-7} (0.0002)	0.15
Deformed bars	Galvanized	9.8×10^{-7} (0.0003)	0.30

Before placing forms for closing slabs of box girder cells, satisfactorily demonstrate that either the prestressing steel is free and unbonded in the duct or, if prestressing steel has not yet been placed, that all ducts are unobstructed.

Before post-tensioning any member, satisfactorily demonstrate that the prestressing steel is free and unbonded in the duct.

Except as herein provided, do not post-tension cast-in-place and precast concrete until at least 10 days after the last concrete has been placed in the member and until the compressive strength of concrete has reached the strength specified at the time of stressing. With approval, up to 50% of the total prestressing force may be applied before the 10 day limitation mentioned above provided the concrete has reached the required compressive strength.

Conduct the tensioning process so that tension being applied and the elongation of the prestressing steel may be measured at all times. Record gage pressures and elongations at all times while tensioning and submit for approval.

Tension prestressing tendons in continuous members by jacking at each end of the tendon. Need not jack both ends simultaneously. Where one end stressing is shown on the plans, perform tensioning by jacking from one

end only. When indicated on the plans, tension half of the prestressing steel from one end of the member and the other half from the opposite end.

Deviations of the above may be made upon review and approval.

Prestressing tendons in simple span post-tensioned members may be tensioned by jacking from one end only. When tensioning is done from one end only, tension half of the prestressing steel in each member from one end of the member and the other half from the opposite end.

For post-tensioning of cast-in-place members, distribute the prestressing steel so that the force in each girder stem is equal or as required by the plans, except as provided herein. For box girders with more than 2 girder stems, the prestressing force may vary up to 5% from the theoretical required force per girder stem provided the required total force in the superstructure is obtained and the force is distributed symmetrically about the centerline of the typical section.

Grout post-tensioned tendons no more than 7 days after prestressing. Detension tendons not grouted within 7 days of prestressing, as directed, to allow inspection of strand for corrosion. Do not allow traffic or loads on the structure until 24 hours after completion of grouting.

After precast members have been grouted, do not move or otherwise disturb the members for a period of 24 hours. However, when cold weather conditions prevail, temperatures below 10 °C (50 °F), do not move or disturb the member for a period of 48 hours.

503.03.07 Curing. Cure according to Subsection 501.03.09. Steam curing may be allowed to accelerate curing when approved. When the curing compound method is used, abrasive blast clean portions of precast members upon which concrete will be cast later. Steam curing shall conform to the following:

(a) Provide waterproof curing chambers that are relatively free of leakage and have a minimum clearance of 75 mm (3 in.) between the enclosure and restricting portions of the forms for adequate circulation of heat. Completely cover concrete with the curing chamber during entire accelerated curing period.

(b) Provide a minimum of 2 continuous recording thermometers in each curing chamber. For curing chambers over 60 m (200 ft) in length, provide one additional thermometer for each 60 m (200 ft) increment. Thermometers shall be accurate to within 3 °C (5 °F) and continuously record the date, time, and concrete temperatures during the entire heating cycle.

(c) Maintain an internal concrete temperature between 10 °C (50 °F) and 30 °C (86 °F) for a period of not less than 2 hours after the last concrete is placed.

(d) Apply steam at low pressure and at a rate such that the ambient air temperature within the curing chamber does not increase more than 20 °C (36 °F) per hour. Maintain a relative humidity within the curing chamber of not less than 90% during the entire accelerated curing period. Do not apply steam directly to concrete or to steel forms.

(e) Do not exceed a maximum temperature of 65 °C (150 °F) within the curing chamber. Maintain the temperature within the curing chamber such that at any given time the temperature difference between the highest and lowest thermometer readings are not more than 15 °C (27 °F).

(f) Cover concrete test cylinders to prevent moisture loss and place in a location representative of the average temperature within the curing chamber.

(g) Discontinue application of steam at a rate such that the ambient air temperature within the curing chamber does not decrease more than 20 °C (36 °F) per hour.

(h) De-tension prestressing immediately after steam curing while the concrete is still warm or while still in the curing chamber provided the temperature is above 15 °C (60 °F).

503.03.08 Bonding and Grouting.

(a) Post-Tensioning Ducts. Bond post-tensioned prestressing steel to the concrete by completely filling the entire void space between the duct and the tendon with grout.

Grout shall consist of Portland cement, water, and an approved expansive admixture.

Use Type II Portland cement conforming to Section 701. Do not use cement containing any lumps or other indication of contamination. Do not use pozzolans or fly ash.

Use water conforming to Section 722.

Use admixtures conforming to Subsection 501.02.03, except that the admixture shall not contain chloride ions in excess of 0.25% by mass of admixture and the admixture may be dispensed in solid form.

Add water first to the mixer followed by cement and admixtures.

Submit a grouting procedure with written instructions on the prestressing shop drawings. The grouting procedure shall indicate the type of equipment used with its pumping capacity and all the operations involved in carrying out the grouting procedure.

Use grouting equipment capable of continuous mechanical mixing which will produce a uniform and thoroughly mixed grout, free of lumps and undispersed cement. Mix for such duration as to produce uniform blending of the grout without excessive temperature increase or loss of expansive properties of the admixture.

Do not exceed a water content of more than 0.44 L/kg (0.053 gal/lb) of cement. Do not add additional water to improve the flowability of the grout. Do not retemper grout. Continuously agitate grout until it is pumped.

The pump-ability of the grout will be determined by Test Method No. Nev. T426. The efflux time of a grout sample immediately after mixing shall be not less than 11 seconds.

Use grouting equipment of a positive displacement type capable of grouting at a pressure of at least 1.0 MPa (150 psi), but not more than 1.7 MPa (250 psi) at the tendon inlet. Provide pump with adequate seals to prevent introduction of oil, air, or other foreign substance into the grout, and to prevent loss of grout or water. Use grouting equipment with gravity feed to the pump inlet from a hopper attached to and directly over it. Keep the hopper at least partially full of grout at all times during the pumping operation to prevent air from being drawn into the post-tensioning duct.

Furnish grouting equipment with a pressure gage having a full-scale reading of not more than 2.0 MPa (300 psi).

Provide standby flushing equipment capable of developing a pressure of 1.7 MPa (250 psi) and of sufficient capacity to flush out any partially grouted ducts due to blockage or breakdown of equipment.

Clean and free ducts of deleterious materials that would impair bonding of the grout or interfere with grouting procedures.

Pass grout through a screen with 3 mm ($^1/_8$ in.) maximum clear openings before being introducing it into the grout pump.

When hot weather conditions would contribute to quick stiffening of the grout, cool the grout by approved methods as necessary to prevent blockages during pumping operations.

Fit grout injection pipes with positive mechanical shutoff valves. Fit vents and ejection pipes with valves, caps or other devices capable of withstanding the pumping pressures. Do not remove or open valves and caps until the grout has set. Prevent leakage of grout through the anchorage assembly by positive mechanical means. Use mortar-tight, rigid galvanized ferrous metal, grout injector pipes.

Grout from the low end of the structure. Vent air and bleedwater as necessary to assure that ducts are completely filled with grout.

Pump grout through the duct and waste at the outlet until no visible slugs of water or air are ejected and the efflux time of ejected grout is not less than 11 seconds as measured by Test Method No. Nev. T426. Close the outlet pipe and hold the pumping pressure momentarily. Close the valve at the inlet while maintaining this pressure.

When freezing weather conditions are possible during and following the placement of grout, keep the ducts free of water to avoid damage due to freezing. At the time of grouting, have the surface temperature of the concrete in the member at 7 °C (45 °F) or higher and maintain at or above this temperature for 24 hours before and 48 hours after grouting takes place. Do not allow the temperature of the grout to be less than 10 °C (50 °F) nor more than 32 °C (90 °F) during mixing or pumping.

Abrasive blast clean the surface of concrete against which concrete encasement over anchorage assemblies is to be placed until clean aggregate is exposed.

(b) Grout for Shear Keys and Dowel Holes. Grout for filling shear keys and dowel holes shall consist of Portland cement, aggregate, and water. Proportion grout on the basis of 350 kg (770 lb) of dry aggregate per 100 kg (220 lb) of cement. Dry aggregate shall conform to Subsection 706.03.03. Limit water content of the

grout to that necessary for proper mixing and placement. In no case exceed a water content of 45 kg (100 lb) per 100 kg (220 lb) of cement.

Clean concrete areas to be in contact with the grout of all loose or foreign material that would in any way prevent bonding between the grout and concrete surfaces. Flush contact areas with water and allow to dry to a surface dry condition immediately before placing grout.

Make areas mortar-tight before placing grout. Place grout and consolidate with a pneumatic tool. After placing, cure grout by the water method for a period of not less than 3 days. Remove and replace all improperly placed, consolidated, cured, or otherwise defective grout.

503.03.09 Handling, Transporting, Storage, and Erection of Precast Members. During handling, transportation, storage, and erection, keep each precast girder vertical and upright to prevent twisting, racking, or other distortion that would result in cracking or damage to the precast member. Use equipment and erection methods that will not damage precast girders. Repair or replace damaged girders as determined by the Engineer. Repair all damaged girders by approved methods and materials. Lift precast girders only at their ends by approved lifting devices. Provide lateral bracing to prevent tipping or buckling.

Transport precast girders at least 10 days after final concrete placement and upon reaching the required 28 day compressive strength.

Store precast girders on stable foundations that will keep them in a vertical position. Support girders within 450 mm (18 in.) of their ends.

Provide 15 days written notice before starting erection.

Submit erection drawings for review and approval. Allow 30 days for Department review and approval. Allow an additional 60 days for such erection drawings that also require Railroad approval. Do not consider the approval of erection drawings as relieving the responsibility for the safety and adequacy of methods or equipment or from carrying out the work in full accordance with the plans or specifications. Erection drawings shall include complete details of the erection plan and procedure to include but not limited to:

1. Procedure and sequence of operation.
2. Temporary falsework supports, bracing, and attachments to other structures.
3. Girder masses, lifting locations, lifting devices, and spreaders.
4. Crane(s) make and model, mass, geometry, lift capacity, and outrigger size and reactions.
5. Locations of cranes and delivery trucks.
6. Locations of crane outriggers relative to other structures including retaining walls and wingwalls.

Submit along with erection drawings all notes, calculations, assumptions, and dimensions used in the development of the erection plan and procedure. Include material properties and specifications, structural analysis, and any other data used. Submit all changes to the erection drawings in writing for review and approval.

503.03.10 Tolerances for Precast Members. Fabricate precast prestressed concrete members to plan dimensions within the tolerances listed herein (tolerances are not to be considered accumulative).

(a) I-Beams:

Depth (flanges, web and fillets) ..... ± 6 mm (1/4 in.)
Depth (overall) ..... +13 mm to –6 mm (+1/2 in. to –1/4 in.)
Width (flanges and fillets) ..... +10 mm to –6 mm (+3/8 in. to –1/4 in.)
Width (web) ..... +10 mm to –6 mm (+3/8 in. to –1/4 in.)
Length of Beam ..... ± 1 mm per m or 13 mm (± 1/8 in. per 10 ft or 1/2 in.) whichever is greater
Exposed beam ends deviation from square or designated skew ..... Horizontal ± 6 mm (1/4 in.)
Vertical ± 10 mm per m (1/8 in. per ft) of beam height
Side inserts (spacing between centers of inserts and from the centers of inserts to the ends of the beams) ..... ± 13 mm (1/2 in.)
Bearing Plates (spacing between the centers of bearing plates) ..... ± 1 mm per m or 13 mm (± 1/8 in. per 10 ft or 1/2 in.) whichever is greater

Bearing Plate (spacing from the centers of bearing plates to the ends of the beams) ..... ± 13 mm (1/2 in.)
Bearing Plate or Bearing Area deviation from plane ..... ± 1.5 mm (1/16 in.)
Stirrup Bars—Projection above top of beam ..... ± 19 mm (3/4 in.)
Stirrup Bars—Longitudinal Spacing ..... ± 25 mm (1 in.)
End Stirrup Bars—not more than 50 mm (2 in.) from the end of the beam Horizontal Alignment (deviation from a straight line parallel to the center-line of beam) ..... 1 mm per m (1/8 in. per 10 ft)
Camber differential between adjacent beams ..... 1 mm per m (1/8 in. per 10 ft) of span to maximum of 25 mm (1 in.)
Center of gravity of strand group ..... ± 6 mm (1/4 in.)
Center of gravity of depressed strand group at end of beam ..... ± 13 mm (1/2 in.)
Position of post-tensioning duct ..... ± 6 mm (1/4 in.)
Position of hold-down points for depressed strands ..... ± 150 mm (6 in.)
Position of handling devices ..... ± 150 mm (6 in.)

(b) Box Beams and Flat Slabs:

Depth (top slab) ..... ± 13 mm (1/2 in.)
Depth (bottom slab) ..... +50 mm to –0 mm (+2 in. to –0 in.)
Depth (overall) ..... ± 6 mm (1/4 in.)
Width (web) ..... ± 10 mm (3/8 in.)
Width (overall) ..... ± 6 mm (1/4 in.)
Length ..... ± 1 mm per m or 13 mm (± 1/8 in. per 10 ft or 1/2 in.) whichever is greater, ± 13 mm (1/2 in.) from end of void to center tie hole
Void Position ..... ± 25 mm (1 in.) adjacent to end block
Square Ends (deviation from square) ..... ± 6 mm (1/4 in.)
Skew Ends (deviation from designated skew)
Skew angle equal to or less than 30° ..... ± 6 mm (1/4 in.)
Skew angle greater than 30° ..... ± 13 mm (1/2 in.)
Beam Seat Bearing Area (variation from plane surface when tested with a straight edge) through middle half of member ..... ± 1.5 mm (1/16 in.)
Horizontal Alignment (deviation from a straight line parallel to the center line of member) ..... 6 mm (1/4 in.) to 12 m (40 ft) lengths, 10 mm (3/8 in.) from 12 m (40 ft) to 18 m (60 ft) lengths, 13 mm (1/2 in.) above 18 m (60 ft) lengths
Dowel Tubes (spacing between the centers of tubes and from the centers of tubes to the ends and sides of member) ..... ± 13 mm (1/2 in.)
Tie Rod Tubes (spacing between the centers of tubes and from the centers of tubes to the ends of the member) ..... ± 6 mm (1/4 in.)
Tie Rod Tubes (spacing from centers of tubes to the bottom of the beams) ..... ± 6 mm (1/4 in.)
Total width of Deck ..... Theoretical width +13 mm (1/2 in.) per joint
Camber differential between adjacent units ..... 13 mm (1/2 in.) max.
Camber differential between High and Low members in same span ..... 25 mm (1 in.) max.
Side Inserts Positioning ..... Same as for I-beams
Stirrup Bar Positioning ..... Same as for I-beams
Tendon Positioning ..... Same as for I-beams
Handling Device Positioning ..... Same as for I-beams

(c) Piling:

Width or Diameter ..... –6 mm to +10 mm (–1/4 in. to +3/8 in.)
Head out of square ..... 1.5 mm (1/16 in.) per 300 mm (12 in.) of width
Length of pile ..... ± 40 mm (1 1/2 in.)
Horizontal Alignment (deviation from a straight line parallel to the center-line of the pile) ..... 1 mm per m (1/8 in. per 10 ft)
Void location ..... ± 13 mm (1/2 in.)
Stirrup Bars or Spiral Positioning ..... Same as for I-beams
Tendon Positioning ..... Same as for I-beams
Handling Device Positioning ..... Same as for I-beams

503.03.11 Defects in Precast Members. Repair rock pockets, honeycombs, or other defects in precast concrete members. Submit detailed drawings, procedures, and materials proposed for the repair for approval. If

defects affect the precast member's structural integrity or the precast member does not meet the tolerances specified in Subsection 503.03.10, as determined by the Engineer, the precast concrete member shall be rejected. Replace rejected precast members at no cost to the Department.

503.03.12 Surface Finish of Precast Members. Apply an ordinary surface finish to all precast concrete member surfaces as described in Subsection 502.03.18, unless otherwise noted on the plans.

Finish the top interface between precast concrete members and cast-in-place concrete decks by screeding the concrete to provide a dense surface without a smooth sheen or latence. Just prior to the concrete reaching its initial set, texture the interface surface. Use a steel brooming tool to etch the surface transversely to the member leaving grooves 6 mm ($^1/_4$ in.) to 13 mm ($^1/_2$ in.) wide, between 6 mm ($^1/_4$ in.) and 13 mm ($^1/_2$ in.) deep, and spaced 6 mm ($^1/_4$ in.) to 13 mm ($^1/_2$ in.) apart.

METHOD OF MEASUREMENT

503.04.01 Measurement. Precast concrete members (reinforced or prestressed) will be measured by the each. The length of the members shown in the estimate of quantities and/or in the proposal are nominal. For exact length see the drawings of the members shown on the plans.

If concrete in precast concrete members fails to meet the specified 28 day compressive strength, liquidated damages will be assessed or the concrete will be rejected, all according to Sections 501 and 502. Liquidated damages will be based on the value of the concrete in a given member being equal to 50% of the contract unit price bid per unit for the member(s).

Prestressing cast-in-place concrete will be measured by the lump sum.

The concrete for post-tensioned cast-in-place concrete structures will be measured under Section 502. The reinforcing steel for post-tensioned cast-in-place concrete structures will be measured under Section 505. Additional concrete or reinforcing steel required by the particular system used will not be measured or paid for directly.

Prestressed piling will be measured under Section 508.

BASIS OF PAYMENT

503.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price bid per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
(Length) Precast Concrete Members	Each
Prestressing Cast-In-Place Concrete	Lump Sum

SECTION 504

LIGHTWEIGHT CONCRETE FOR STRUCTURES

DESCRIPTION

504.01.01 General. This work consists of furnishing and placing lightweight Portland cement concrete in bridges, culverts, and other types of concrete structures.

MATERIALS

504.02.01 General. Material shall conform to the following Sections and Subsection:

Portland Cement Concrete	Section 501
Concrete Structures	Section 502
Aggregate for Portland Cement Products	Section 706
Admixtures	Subsection 501.02.03

504.02.02 Concrete Making Properties. Lightweight concrete shall be subject to the following requirements and test methods:

Test	Test Designation	Requirements
Making Test Specimens (laboratory)	ASTM C192*	—
Making Test Specimens (field)	Nev. T428	—
Compressive Strength	ASTM C39	Table I
Unit Weight & Cement Factor (wet)	Nev. T435	Table I
Tests for Popouts	ASTM C330	No Surface Popouts
Freezing & Thawing	Nev. T465	—
Air Content	Nev. T431	Table I
Slump	Nev. T438	Table I
Air Dried Weight	ASTM C567	Table I
Coring Concrete	ASTM C42	Subsection 504.04.01

*The compressive strength requirements of Portland cement concrete will be based on the strength test, which is defined as the average of the breaking strength of 3 standard cylinders at 28 days. The cylinder strengths will be determined by ASTM C39.

The compressive strength test will be required for each 38 m^3 (50 yd^3), or portion thereof, placed each day. For large continuous pours, one test near the beginning of the pour and one test near the end of the pour may be substituted for the 38 m^3 (50 yd^3) requirement. Other cylinders may be made and broken for informational purposes.

CONSTRUCTION

504.03.01 General. The construction of conventionally reinforced lightweight concrete structures shall conform to Sections 501 and 502, with the exceptions contained in this Section.

Give not less than 32 days notification in advance of use of the proposed sources of materials and make arrangements for the Engineer to obtain samples as required for testing purposes. Samples will not exceed 225 kg (500 lb) for each separate grading. Furnish a written statement giving the cement factor in kg/m^3 (lb/yd^3), the proportions of cement and each size of aggregate in a saturated surface dry condition, the slump, and the percentage of air in the concrete proposed for use in the work. If proposing to use an admixture other than an air-entraining agent, state its complete brand name and the quantity proposed to be used per m^3 (yd^3) of concrete. The Engineer, after making such tests as he deems advisable, will either accept the proposed materials and proportions or suggest modifications needed for acceptance. After acceptance of batch proportions and materials, do not alter them during the course of the work except as found necessary to maintain yield, cement factor, and unit mass within specification requirements. Do not revise batch proportions resulting in concrete that contains an amount of total water per cubic meter (cubic yard) greater than 105% of that contained in concrete of the accepted proportions.

504.03.02 Storage of Aggregates. Stockpile lightweight aggregate on the job or at a central batching plant for a minimum time of 24 hours before its use.

Stockpile fine and coarse aggregates separately.

504.03.03 Classification and Proportions. Proportion lightweight concrete by mass, such that the requirements in Table I will be satisfied. Give advance notice in writing when any changes are to be made in the batch proportions.

Do not vary batches of lightweight concrete more than ± 50 kg/m^3 (± 3 lb/ft^3) in unit mass from the design mix. The cement factor of any individual batch placed in the work shall not be more than 8 kg/m^3 (14 lb/yd^3) less nor more than 14 kg/m^3 (23 lb/yd^3) greater than the designated factor, kilogram cement per cubic meter (pounds cement per cubic yard). Batch aggregates and report to the Engineer by mass. The masses used may be varied as necessary to comply with the above tolerances in cement factor and unit mass.

TABLE I

Class of Concrete	Cement Range kg/m^3 (lb/yd^3)	Max. Water Cement Ratio * kg/kg (lb/lb)	Minimum 28 day Compressive Strength MPa (psi)	Slump Range mm (in.)	Entrained Air Range %	Unit Mass Variation kg/m^3 (lb/ft^3)	Air Dried Mass Maximum kg/m^3 (lb/ft^3)
LA	330-420 (564-705)	0.53 (0.53)	21 (3,000)	25-100 (1-4)	0	± 50 (± 3)	1,842 (115)
LAA	330-450 (564-752)	0.49 (0.49)	21 (3,000)	25-100 (1-4)	4-7	± 50 (± 3)	1,842 (115)
Modified LA or LAA	360-450 (611-752)	0.53 (0.53)	Specified on Plans	25-100 (1-4)	4-7	± 50 (± 3)	1,842 (115)

*Based on aggregate in a saturated surface dry condition.

Natural fine aggregate may be used provided it does not result in concrete having a mass in excess of maximum.

504.03.04 Mixing. Produce workable concrete of uniform consistency. Use stockpiled aggregates in a saturated surface dry condition just before batching.

Charge the batch so that 75% of the total mixing water and admixtures are introduced in the mixer in advance of the aggregates. Introduce the aggregates and mix for a minimum of 45 seconds. The amount of absorption by the aggregate will be the determining factor in mixing time. Add the cement and final water and complete mixing. For stationary mixers, mix not less than 3 minutes. For truck mixers, mix not less than 100 revolutions of the drum.

Operate the drum on truck mixers at high speed while charging it with aggregate. Introduce cement into the mixing drum while it is rotating at slow speed. Immediately before discharge of the concrete, rotate the drum at high speed for at least 60 seconds.

METHOD OF MEASUREMENT

504.04.01 Measurement. Lightweight concrete will be measured according to Subsection 502.04.01.

Reinforcing steel will be measured under Section 505.

BASIS OF PAYMENT

504.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract unit price bid per cubic meter (cubic yard) for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
(class) Lightweight Concrete (Minor)	Cubic Meter (Cubic Yard)
(class) Lightweight Concrete (Major)	Cubic Meter (Cubic Yard)

SECTION 505

REINFORCING STEEL

DESCRIPTION

505.01.01 General. This work consists of furnishing and placing reinforcing steel and mesh reinforcing.

MATERIALS

505.02.01 General. Material shall conform to the following Subsections:

Fabricated Steel Bar or Rod Mats Reinforcement	Subsection 713.03.02
Bar Steel Reinforcement	Subsection 713.03.01
Welded Steel Wire Fabric Reinforcement	Subsection 713.03.03

Use Grade 300 (40) or Grade 420 (60) bar steel reinforcement unless otherwise specified on the plans.

Spiral reinforcement may be either bar steel reinforcement or steel wire, of the equivalent size of the bar steel.

Epoxy coatings for steel reinforcing bars shall conform to ASTM D3963 Annex. Use epoxy coatings listed in the QPL.

Tie wire shall be commercial quality 1.5 mm diameter (16 gage) minimum, black annealed soft-iron wire, unless otherwise approved. Tie wires used on epoxy coated reinforcing steel shall be coated with plastic or an equal type coating as approved.

505.02.02 Samples. Furnish one extra bar of each diameter for each 90 metric tons (100 tons) or fraction thereof. Select this bar from the longest bar of each size so that the bar, or a portion of it, can be used to replace any bar of that diameter which is selected to be used as a field sample. Supply field sample of sufficient length to provide for two 750 mm (30 in.) samples of each diameter. Indicate the extra bars on the fabricator's details.

505.02.03 Specifications for Coating Reinforcing Steel. Coating of reinforcing steel shall conform to AASHTO M284. The coating fabricator for epoxy coated reinforcing steel shall be certified by the Concrete Reinforcing Steel Institute's Certification Program for Fusion Bonded Epoxy Coating Applicator Plants. Submit a copy of the Epoxy Coating Certification along with notification of the starting date of coating application.

Give notification of the date and location of the coating operation, in writing, at least 10 days before the planned date for beginning the coating operation. Allow the Engineer free access to the plant of the coating applicator for inspection. If the representative so elects, perform preparation of the bars, coating and curing of the bars in the representative's presence.

Make patching or repair material available from the coating manufacturer, which is in compliance with AASHTO M284.

CONSTRUCTION

505.03.01 Bending Diagrams. Before placing reinforcing steel, furnish two copies of a list of all reinforcing steel.

505.03.02 Protection of Materials. Protect reinforcing steel at all times from damage. When placed in the work, keep the reinforcing steel free from detrimental substances such as loose rust, dirt, detrimental scale, paint, oil, or other foreign substance. Clean detrimental substances from reinforcing steel by an approved method.

Throughly inspect the coated steel after delivery to the job-site, and again after installation in the forms, to ensure that it is not damaged; and when there is damage, that it has been properly patched. Promptly patch sheared ends and other cuts or exposed areas before detrimental oxidation occurs.

Repair all damage, visible to the unaided eye, caused during shipment, storage, or placement of coated bars at the job-site with patching material meeting the requirements of AASHTO M284.

The total damaged surface area (prior to repair with patching material), shall not exceed 2%. The total bar surface area covered by patching material either at the shop or at the job-site, shall not exceed 5%. Bars exceeding these limits will be rejected and must be replaced.

Properly store coated bars. If stored outside for more than 2 months, store off the ground, and cover for protection against both moisture and ultraviolet light, in such a manner that condensation does not form on the bars.

When handling coated bars, use systems with padded contact areas. Pad bundling bands. Lift bundles with a strong-back, multiple supports, or a platform bridge so as to prevent bar to bar abrasion from sags in the bar bundle. Do not drop or drag bars or bundles.

505.03.03 Bending. Cut and bend reinforcing steel to the shapes shown on the plans. Fabrication tolerances for straight and bent bars shall be according to ACI 315.

Cold bend all bars, unless otherwise permitted. Do not bend bars embedded in concrete, except as shown on the plans or as specifically permitted. When the dimensions of hooks or the diameter of bends are not shown on the plans, provide them according to ACI 318. Ship reinforcing steel in standard bundles, tagged and marked according to the Manual of Standard Practice of Concrete Reinforcing Steel Institute.

Submit a bending procedure for approval before field bending any bars. Splice bars which are damaged or broken according to Subsection 505.03.05. Submit the method of splicing for approval.

Perform field bending to the following minimum diameters unless smaller diameters are approved:

Metric Bar Size No.	English Bar Size #	Minimum Bending Diameter mm (in.)
13	4	75 (3)
16	5	100 (4)
19	6	125 (5)
22	7	150 (6)
25	8	200 (8)
Above 25	Above 8	Bending and straightening not recommended.

Perform bending with a smooth continuous application of force. If a hickey bar is used in straightening a bar, perform by progressively moving the hickey bar around the bend.

505.03.04 Placing and Fastening. Accurately place all bar reinforcement in the positions shown on the plans and firmly hold during the placing and setting of concrete. When the spacing of bars exceeds 300 mm (12 in.) in either direction, tie all intersections. When the spacing of bars is 300 mm (12 in.) or less in both directions, tie alternate intersections.

Maintain distance from the vertical and horizontal forms by means of stays, blocks, ties, hangers, or other approved supports. Hold reinforcing bars from contact with the forms or between layers of bars by use of precast mortar blocks of approved shape, dimensions and compressive strength of not less than 21 MPa (3,000 psi). Fabricate metal chairs which are in contact with the exterior surface of the concrete of either galvanized steel, or with steel tips plastic coated to at least 19 mm ($^3/_4$ in.) into the concrete, or of stainless steel conforming to ASTM A493, Type 430. Do not use pebbles, pieces of broken stone, brick, metal pipe, or wooden blocks. Do not place concrete until reinforcement is inspected and approved. Concrete placed in violation of this provision may be rejected and its removal required.

If mesh reinforcement is shipped in rolls, straighten mesh into flat sheets before placing.

For epoxy coated reinforcing steel, use compatible types of bar supports to minimize damage to the coating on the bars during field placing. Make bar supports of dielectric material or coat with dielectric material. If precast concrete blocks with embedded tie wires or precast concrete doweled blocks are used, epoxy coat or plastic coat the wires or dowels. Epoxy coat reinforcing bars that are used as support bars. In walls reinforced with epoxy coated bars, epoxy coat spreader bars. Make proprietary combination bar clips and spreaders that are used in walls of corrosion resistant material or coat with dielectric material. Coat wire bar supports with dielectric material, such as epoxy or plastic, for a distance of at least 50 mm (2 in.) from the point of contact with the epoxy coated reinforcing bars.

The following requirements shall apply to epoxy coated and plastic coated wire bar supports:

1. Keep the wire surface free of contaminants that affect the adhesion of the epoxy coating or plastic coating to the wire.
2. Apply the epoxy coating by the electrostatic spray method, fluidized bed, or by flocking.
3. Apply the plastic coating by spraying, dipping, or as a powder.
4. Provide coating thickness at least 125 µm (5 mil).
5. It is not expected that epoxy coated or plastic coated wire bar supports will be completely free of damage. Hanger marks on the coated bar supports, resulting from the coating application process, are acceptable and will not be considered as damaged coating. Make the repair of damaged coating with patching material and according to the material manufacturer's recommendations. The patching material shall be compatible with the epoxy coating material or plastic coating material and be inert in concrete.
6. Furnish a Certificate of Compliance for each shipment of coated wire bar supports.

When permanent corrugated metal forms are used, make the bar supports resting on the metal forms of a dielectric material or coated with a dielectric material whether the reinforcing steel is epoxy coated or not. Epoxy coat reinforcing bars that are used as support bars and resting on the metal forms. Epoxy coat or plastic coat the portion of wire bar supports which are in contact with the metal forms for a distance of at least 19 mm ($^3/_4$ in.) from the point of contact.

Position reinforcing in concrete deck slabs on approved metal or plastic supports or chairs or on precast mortar blocks to maintain accurately the specified clearance to the surface of the concrete. Do not space metal support units greater than 1.2 m (4 ft) in either direction when supporting bar sizes No. 16 (#5) and larger. For No. 10 or 13 (#3 or #4) bars do not space more than 0.9 m (3 ft) in either direction. Do not space plastic or mortar support units greater than 0.9 m (3 ft) in either direction for all bar sizes.

Do not tack weld reinforcing bars, unless authorized in writing.

For reinforcing placement in other than deck slabs, do not space support units (steel, plastic, mortar) more than 1.2 m (4 ft).

Reinforcing Steel (Doweled). Where called for on the plans, drill holes into existing concrete to the depth shown. The diameter of the drilled holes shall be no more than 6 mm ($^1/_4$ in.) larger than the reinforcing bar. Use any method for drilling the holes, except for core drilling, provided the method selected does not damage the existing concrete and steel reinforcing bars that are to remain.

Exercise care in locating and drilling the holes so as to avoid damage to existing concrete and reinforcing steel bars. Location of the holes may be shifted slightly with approval in order to avoid damaging reinforcing steel. Repair, as directed, any damage caused by operations at own expense.

Bond reinforcing bars in drilled holes with epoxy in the following manner:

Blow holes clean with dry, oil free compressed air before epoxying. Pump the epoxy into the holes in such a manner that the back of the holes will be filled first. Use blocking or shimming to center the reinforcing bar in the holes. Place dams at the front of the holes to confine the epoxy, yet permit the escape of air without leaking epoxy. Do not remove dams until the epoxy has cured in the holes.

The binding agent (epoxy) used on the reinforcing bars shall conform to the requirements for Type IV epoxy specified in Subsection 728.03.02.

Use bar support units sufficient in number and adequate in strength to carry all imposed loads without measurable deflection or displacement of the reinforcing steel. More closely space bar supports than the above maximums as necessary to meet these requirements.

Do not cut reinforcement which has been placed, inspected and approved unless authorized in writing. Repair any unauthorized cutting of reinforcement satisfactorily. Use approved methods and materials in the repair. Such repair may include complete removal and replacement.

If approved, place any additional reinforcement or other embedded items in the bridge rail to facilitate construction. Epoxy coat additional reinforcement according to Subsection 505.02.03. Use non-corrosive embedded items or protect them by an approved coating.

505.03.05 Splicing. Furnish all reinforcement bars in the full lengths indicated on the plans. Do not splice bars, except where shown on the plans without written approval. Stagger splices as far as possible. Splice by lapping, welding, or by mechanical butt splicing. Do not lap splice reinforcing bars No. 43 (#14) and No. 57 (#18).

(a) Lapped Splices. Place the reinforcing bars in contact and wire them together in such a manner as to maintain the alignment of the bars and to provide minimum clearances.

Do not lap splice at locations where the concrete section is not sufficient to provide a minimum clear distance of 50 mm (2 in.) between the splice and the nearest adjacent bar. Do not reduce the clearance to the surface of the concrete.

The required length of lapped splices shall be as shown on the plans.

Overlap sheets of mesh reinforcement sufficiently to maintain a uniform strength and securely fasten at the ends and edges. Do not edge lap less than one mesh in width.

(b) Welded Splices. Weld reinforcing steel only if detailed on the plans or if given written approval. Welding shall conform to the Structural Welding Code, Reinforcing Steel, AWS D1.4.

A full welded splice shall be welded to develop in tension at least 125% of the specified yield strength of the bar.

Submit 3 copies of the following items, for approval, a minimum of 15 days before beginning welding:

1. Procedure qualification records.
2. Welding procedure specifications.
3. Welders certification and verification of continuous employment.
4. Electrode and wire certifications.

(c) Mechanical Butt Splices. Use mechanical butt splicing of reinforcing steel only if detailed on the plans or if given written approval.

Mechanical butt splices may be either the threaded sleeve coupler type, the filler metal sleeve coupler type, or the swaged sleeve coupler type.

A full mechanical connection shall develop in tension or compression, as required, at least 125% of the specified yield strength of the bar.

Use the mechanical connections of approved design. Approval will be based upon technical data, including test results, and other necessary proof of satisfactory performance submitted by the manufacturer. Approval will also be based upon the results of tests which the Engineer may wish to perform on sample splices and splice material furnished by the manufacturer.

Use splicing procedures according to the manufacturer's recommendations. Make splices using the manufacturer's standard and other required accessories.

Squarely cut ends of reinforcing bars to be spliced.

Splice sleeves shall have a clear coverage of not less than 44 mm (1.75 in.) measured from the surface of the concrete to the outside of the sleeve. Adjust or relocate stirrups, ties, and other reinforcement and place additional reinforcement if necessary to provide planned clear coverage to reinforcement.

505.03.06 Substitutions. Substitution of different size bars will be permitted only with specific authorization. The bars substituted shall have an area equivalent to the design area or larger.

METHOD OF MEASUREMENT

505.04.01 Measurement. Reinforcing steel will be measured by the kilogram (pound) and each type, bare or coated, will be considered separately. No additional allowance will be made for the mass of the epoxy coating or for laps added for the Contractor's convenience.

The estimated quantities shown on the plans, plus or minus authorized quantity changes, will be the quantity used for payment. The Engineer or the Contractor may, however, request final measurement. Submit request

for final measurement in writing. When final measurement is made, the quantities derived therefrom will be the quantities used for payment.

If the Contractor requests final measurement and the quantities thus determined are equal to or less than the planned quantities plus authorized changes, the Contractor shall reimburse the Department for the Department's expenses incurred by such final measurements.

The calculated masses of the plain and deformed bars will be based on the following table:

Metric (English) Bar Size No. (#)	Nominal Diameter mm (in.)	Mass kg/m (lb/ft)
10 (3)	9.5 (0.375)	0.560 (0.376)
13 (4)	12.7 (0.500)	0.994 (0.668)
16 (5)	15.9 (0.625)	1.552 (1.043)
19 (6)	19.1 (0.750)	2.235 (1.502)
22 (7)	22.2 (0.875)	3.042 (2.044)
25 (8)	25.4 (1.000)	3.973 (2.670)
29 (9)	28.7 (1.128)	5.060 (3.400)
32 (10)	32.3 (1.270)	6.404 (4.303)
36 (11)	35.8 (1.410)	7.907 (5.313)
43 (14)	43.0 (1.693)	11.38 (7.650)
57 (18)	57.3 (2.257)	20.24 (13.600)

Reinforcing steel which requires doweling will be measured by the kilogram (pound).

Mesh reinforcement will be measured by the square meter (square yard) measured along the plane of placement. No allowance will be made for laps.

BASIS OF PAYMENT

505.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Reinforcing Steel	Kilogram (Pound)
Reinforcing Steel (Epoxy Coated)	Kilogram (Pound)
Reinforcing Steel (Doweled)	Kilogram (Pound)
Reinforcing Steel (Epoxy Coated) (Doweled)	Kilogram (Pound)
Mesh Reinforcing	Square Meter (Square Yard)

SECTION 506

STEEL STRUCTURES

DESCRIPTION

506.01.01 General. This work consists of furnishing, fabricating, casting, machining or otherwise preparing, transporting, erecting and painting structural steel, steel forgings, castings, deck drains, expansion joint armor, metal covers, sidewalk channels, and other metals.

If there are any conflicts between the requirements contained in the ANSI/AASHTO/AWS referenced specifications and the requirements of the Standard Specifications, Plans, or Special Provisions, the requirements of the Nevada documents shall govern.

506.01.02 AISC Certification. The fabricator of the structural steel shall be certified by the American Institute of Steel Construction's Quality Certification Program. The category of certification shall be as shown on the contract plans. The AISC Certification is required for the fabrication of bridge structures only, and not for the fabrication of deck drains, utility hangers, deck protection angles, pier nose angles or anchor bolt assemblies. Each fabricator shall submit a copy of the certification for the specified category, before or along with the first submittal of shop drawings.

MATERIALS

506.02.01 General. Material shall conform to the following Sections:

Structural Steel	Section 710
Aluminum for Bridge Rail	Section 711
Miscellaneous Metals	Section 712
Paint	Section 714
Galvanizing	Section 715
Chain-Link Fabric	Section 724
Elastomeric Bearing Pads	Section 725

Cut and fabricate steel plates for main members, and splice plates for flanges and main tension members, so that the primary direction of rolling is parallel to the longitudinal axis of the member. Cut and fabricate hinge hanger plates so the primary direction of rolling is perpendicular to the longitudinal axis of the member.

Welded sections may be substituted for the rolled shapes, provided that the shapes and sections to be substituted comply with the following provisions:

(a) Provide depth, width, and average thicknesses at least equal to those for the shape or section shown on the plans.

(b) Weld the flanges to the web with continuous fillet welds on each side of the web, according to Subsection 506.03.16.

(c) Do not reduce the strength classification of the material.

Galvanize anchor assemblies including anchor bolts, nuts, washers, plates and pipes after fabrication according to Section 715.

506.02.02 Railing. Galvanize steel bridge rail after fabrication and paint white. Do not paint aluminum bridge rail. Galvanize steel pedestrian rail after fabrication and do not paint.

For shims for steel railing use galvanized steel plates. For shims for aluminum railing use aluminum alloy.

Provide insulating material for insulating the bases of aluminum rail posts from concrete and from steel anchor bolts with an aluminum impregnated light colored caulking compound with the consistency of putty.

Provide bolts, nuts and washers of either galvanized steel, stainless steel, or steel, cadmium plated according to ASTM B766, Class 12, Type III.

CONSTRUCTION

506.03.01 Shop Drawings. Shop drawings shall consist of shop detail erection and other working plans showing dimensions, sizes of material, details and other information necessary for the complete fabrication and erection of the metal work. Prepare the drawings on sheets 550 mm (22 in.) by 900 mm (36 in.). Make the original drawings either on paper or cloth but draw the details so that the prints will be clear and legible.

Submit the shop drawings for structural steel for approval. For initial review, submit 3 sets of such drawings for highway bridges. After initial review, submit between 8 and 12 sets as requested for final approval. Submit all shop drawings for approval at least 30 days before planning to start fabrication for highway bridges. When railroad approval is also required, submit for approval at least 90 days before planning to start fabrication for highway bridges. Additional contract time will not be given for working drawings requiring changes and re-submittal.

If electing to furnish bridge rail constructed of aluminum as provided herein and the plan sheets show only steel bridge rail, submit the fabricator's design calculations for verification that the railing and hardware conform to Division I, Article 2.7 of the AASHTO Standard Specifications for Highway Bridges.

After approval, do not deviate from the shop drawings without prior approval.

Approval of shop drawings is an acceptance of the character and sufficiency of the details and is not a check of any dimensions. The Engineer's approval of shop drawings will not relieve the Contractor from the responsibility in regard to errors or omissions on said shop drawings.

506.03.02 Notice of Beginning Work. Give 15 days written notice of manufacturing of material at the mill so that inspection may be provided. Do not manufacture or begin fabrication of material without authorization. The Engineer may inspect material, as provided for in ASTM A6. Material not inspected at the place of manufacture is subject to inspection as provided for in Subsection 506.03.03. "Mill" means any rolling mill or foundry where material for the work is to be manufactured.

Before placing the order with the mill, the fabricator shall inquire with the Engineer if additional material will be required for testing. Give 15 days written notice before the beginning of fabrication.

506.03.03 Inspection and Testing. All material will be examined and tested as necessary before fabrication. Provide adequate facilities and free access to the necessary work areas. Furnish required test samples free of charge. Material not inspected at the place of manufacture will be subject to all chemical, physical, and workmanship requirements established for the material supplied. Inspection and testing will be by any visual, destructive, or non-destructive method to evaluate the material for its specified properties. Furnish mill orders and certificates, showing test values obtained, in triplicate. Include in certified test reports physical and chemical test results and steel making process used. All steel not identified by mill heat numbers will be rejected.

The Engineer's inspection in the fabrication shop does not relieve the Contractor from responsibility for material or fabrication defects or errors, and the necessity for replacement or correction of rejected materials, and workmanship.

Shop inspection of rail pipe and tubes may be waived and shipment permitted subject to inspection at the project site. The field inspection will cover the general appearance, size, thickness, etc., of the pipe and tubing. Conformance to the requirements of chemical and mechanical properties will also be considered before the material is approved. Shop inspection of rail posts will be made on the first few rail post castings furnished in order to establish a satisfactory class of finish and workmanship. When shop inspection is waived on a portion of the handrail posts, a careful inspection will be made in the field.

Fabricate aluminum alloy material in conformance to or equivalent to fabrication methods and practices recommended in the handbooks of the major producers of aluminum materials and specifically the following requirements:

(a) Saw, route, or mill the material.

(b) Do not flame cut.

(c) Tubing may be heated to a temperature not exceeding 204 °C (400 °F) for a period not exceeding 15 minutes to facilitate bending.

(d) Drill holes in pipe and tubing. Core and ream, or drill holes in castings from the solid. Smoothly finish seats for pipe.

Perform the fabrication and handling of aluminum materials in the shop and field in a manner to prevent scoring or marring of the surfaces. An objectionable appearance resulting from such scoring or marring will be cause for rejection of the material. Fabricate sleeves and rails in lengths indicated on the plans.

Perform the finishing of rail posts after fabrication is completed. Remove all fins, pipes and other casting irregularities and all drilling, reaming and other fabrication marks.

506.03.04 Storage. Conduct the loading, transporting, unloading, storing, and handling of the structural steel so that the metal is kept clean and free of grease and other foreign material. Place material to be stored above the ground on skids, platforms or other supports. Properly drain and protect the material from corrosion. Store all material for the project separate from "in stock" materials. Color code different grades or classifications of material as provided for in ASTM A6. Transfer this color code throughout fabrication.

Place girders and beams upright above ground and shore. Support other members such as columns, chords, cross-frames, wind bracing, etc., above the ground on skids placed close enough together to prevent damage from deflections.

506.03.05 Straightening. Provide straight rolled material for fabrication. Use methods of straightening according to ASTM A6.

Furnish straight subassemblies and completed members before incorporating into the work. If straightening is necessary, perform by acceptable methods and according to ANSI/AASHTO/AWS D1.5.

Submit for approval details of methods proposed for straightening of rolled material, subassemblies, or completed members in writing before their use. In addition submit a detailed procedure for correcting camber for approval. After straightening or correcting camber, evidence of fracture or other damage will be cause for rejection of the material.

If required, curve beams and girders by either: (1) precutting curved flanges or (2) heat curving the members after fabrication. Heat curve according to Division II, Article 11.4.12 of AASHTO Standard Specifications for Highway Bridges. Submit the procedure to be used for review and approval.

506.03.06 Punching, Subpunching, Drilling, and Reaming. For connections and splices (shop and field) of main truss or arch members, continuous beams, plate girders, rigid frames, and web splices, either subpunch (or subdrill) and ream while shop assembled, or drill to full size from the solid while assembled at the shop. Full size punching of holes will be allowed on intermediate stiffeners, bearing stiffeners, cross bracing, wind bracing and diaphragms.

Do not punch or subpunch structural steel conforming to ASTM A36 on material thicker than 22 mm ($^7/_8$ in.) or thicker than 19 mm ($^3/_4$ in.) for high strength structural steel. Subpunch holes subpunched for reaming 6 mm ($^1/_4$ in.) less in diameter than the finished hole.

Ream or drill holes cylindrically and perpendicularly to the member. Do not oversize or slot holes unless specified on the plans, except as noted in Subsection 506.03.07. Direct reamers by mechanical means where practicable. Remove burrs on the outside surfaces. Poor matching of holes will be cause for rejection. Perform reaming and drilling with twist drills.

Unless otherwise specified, assemble each individual (full length) truss, arch, continuous beam or plate girder at the shop before reaming or drilling is commenced. During shop assembly, support all members at such intervals and in such manner as is necessary to avoid undesirable deflections.

Drilling through templates will be permitted only after the templates have been securely placed and firmly clamped or bolted. Securely hold parts together during drilling operations.

Subpunch and ream all holes for floor beams and stringer field end connections to a steel template.

Do not correct mispunched or misdrilled holes by welding, unless approved.

506.03.07 Bolts and Bolted Connections.

(a) General. Furnish bolts of such length that they will extend entirely through the nut so a minimum of 2 threads are exposed, but not more than 9.5 mm ($^3/_8$ in.) beyond.

Make both the bolt head and nut bear squarely against the metal. Drive bolts accurately into the holes without damaging the thread.

Supply bolts with a heavy hexagon head, a circular washer, and heavy hexagonal nut. When slotted or oversize holes are required, or approved for use, place circular washers on each side of the bolted connection and adjust the necessary bolt length accordingly. Provide Direct Tension Indicators (DTIs), when required, in addition to said circular washers.

Fasten all bolted connections, unless otherwise noted, with high strength bolts.

(b) Standard Bolts. Standard bolts shall conform to Subsection 710.03.09. Furnish standard bolts with a single self-locking nut or double nuts, unless otherwise specified.

Use beveled washers where bearing faces have a slope of more than 1:20 (20:1) with respect to a plane normal to the bolt axis.

(c) High-Strength Bolts.

1. General. This subparagraph covers the assembly of structural joints using AASHTO M164 or AASHTO M253 high strength bolts, or equivalent fasteners, tightened to a high tension. Use high-strength bolts with DTIs or use tension control bolts. Give notification of which bolt system is to be used. Use the same bolt system throughout each structure.

The Engineer will sample and test assemblies prior to shipping to the field and will reseal opened containers.

For field bolting, ship bolts, nuts, washers, and DTIs to the jobsite in manufacturer's original unopened containers.

Perform production tests at the jobsite.

2. Bolts, Nuts, and Washers. Bolts, nuts, washers, and tension control bolts shall conform to Subsection 710.03.03. Do not use lock-pin and collar fasteners.

3. Bolted Parts. Fit bolted parts solidly together when assembled and do not separate by gaskets or any other interposed compressible material.

At time of assembly, clean all joint surfaces, including those adjacent to the bolt head, nuts, or washers, of scale, except tight mill scale. Remove burrs, dirt, and other foreign material that would prevent solid seating of the parts.

Do not galvanize high-strength bolts unless shown in the plans.

Paint is permitted on the faying surfaces of bearing-type connections.

The faying surfaces of slip-critical (friction-type) connections shall conform to the following, as applicable:

a. Do not coat faying surfaces except as specified below. Do not apply coating within 25 mm (1 in.) of the connection surfaces. Remove inadvertent overspray by blast cleaning. Once fully assembled, coat the connection as specified.

b. Blast clean faying surfaces of bridge members and coat with the shop coat of paint as specified in Section 614. Do not assemble these connections until the shop coat has fully cured.

c. Hot-dip galvanize faying surfaces specified to be galvanized according to Section 715 and subsequently roughen by hand wire brushing before assembly.

4. Installation.

a. Testing of Individual Components. Before any bolting, each heat or production lot of bolts, nuts, hardened washers, DTIs, and tension control bolts will be sampled and tested. Provide 30 days notice before installation for sampling and testing.

Any samples not meeting the cited specifications will be cause for rejection of the entire heat or production lot. Replace rejected material with materials meeting the specifications.

b. Storage of Material. Store all bolts, nuts, washers, DTIs, and tension control bolts under cover to protect them from rain, snow, dirt, or other adverse conditions. Maintain identification of heat numbers or production lot numbers with each type of bolting part. Properly lubricate bolting parts. Thoroughly clean any bolt or nut showing rust or weathering and relubricate. Use approved lubricant.

c. Bolt Tension. Install high-strength bolts as herein specified and according to ASTM F959 when using

DTIs. Install tension control bolts as specified herein, as recommended by the manufacturer, and as outlined in Division II Article 11.5.6.4.6 of the AASHTO Standard Specifications for Highway Bridges. Tighten each fastener by use of DTIs or tension control bolts to provide at least the minimum bolt tension shown below in Table 1 for the size of fastener used. Do not tighten bolts by calibrated torque wrench methods.

d. Washers. Install a hardened washer under the element (nut or bolt head) turned in tightening. Use hardened washers under both the head and nut regardless of the element turned in the case of AASHTO M253 bolts if the material against which it bears has yield strength less than 275 MPa (40 ksi). Where an outer face of the bolted parts has a slope of more than 1:20 (20:1) with respect to a plane normal to the bolt axis, use a smooth beveled washer.

e. Installation. Locate the DTI under the head with the nut being the turned element. When required and when approved, other bolt assembly configurations may be used, as shown in Figure 1 of ASTM F959. Locate nuts, whenever practicable, on the side of the member which will not be visible from the traveled way. Locate nuts for bolts that will be partially embedded in concrete on the side of the member that will be encased in concrete.

f. Production and Procedure Testing. Just before initial bolting operations or when directed, perform bolt system testing. Assemble a representative sample of not less than 3 bolts for each diameter and grade in a Skidmore-Wilhelm testing machine. The test assemblies shall include a bolt, nut, and washer(s).

If required bolt tension with the DTI installation or tension control bolts cannot be verified with the testing procedure, then stop the bolting operations until satisfactory corrective action has been taken.

Calibrate and certify the Skidmore-Wilhelm testing machine by an approved testing lab within 30 days before use. Supply the fully certified Skidmore-Wilhelm testing machine for testing.

g. Final Bolting. Before final tightening, tighten the connection to a snug tight condition. Snug tight shall be defined as all bolts tightened with hand wrenches until the connection is tight with no gaps. Commence final tightening from the middle of the connection working outward. If required because of bolt entering and wrench operation clearances, tightening may be done by turning the bolt while the nut is prevented from rotating. Provide impact wrenches, if used, of adequate capacity and sufficient air supply to perform the required tightening of each bolt within 10 seconds.

Do not reuse AASHTO M253 (A490) or galvanized AASHTO M164 (A325) bolts. Other AASHTO M164 bolts may be reused, but not more than once, if approved. Retightening previously tightened bolts which may have been loosened by the tightening of adjacent bolts will not be considered as a reuse.

Locate the DTI at the opposite end of the bolt from the part being tightened where possible. When the DTI is used next to a slotted or oversized hole, place a hardened flat washer between the DTI and the bolt hole. When the DTI must be placed at the part being tightened, place a hardened flat washer between the DTI and the part being tightened. Do not reuse the DTI after tension has been applied to the bolt.

All bolting and testing operations will be inspected in order to determine that the approved installation procedure is utilized and that the correct tension has been achieved. All bolting and testing operations completed without the presence of the Engineer will be cause for rejection.

TABLE 1
Minimum Bolt Tension[1]

Nominal Bolt Diameter mm (in.)	AASHTO M164 Bolts kN (psi)	AASHTO M253 Bolts kN (psi)
M16 (5/8)	91 (19,000)	114 (24,000)
M20 (3/4)	142 (28,000)	179 (35,000)
M22 (7/8)	176 (39,000)	221 (49,000)
M24 (1)	205 (51,000)	257 (64,000)
M27 (1 1/8)	267 (54,000)	334 (72,000)
M30 (1 1/4)	326 (56,000)	408 (80,000)
M36 (1 3/8)	475 (85,000)	595 (121,000)
— (1 1/2)	— (103,000)	— (148,000)

[1]Equal to 70% of specified minimum tensile strength of bolts.

506.03.08 Shop Assembly. Perform shop assembly of trusses, arches, continuous beams, plate girders, and rigid frames according to Subsection 506.03.06. Match mark all members before disassembly.

Fabricate straight and close fitting component parts for built-up members.

Clean surfaces of metal in contact before assembling. Assemble, pin, and firmly draw together the parts of a member with bolts before drilling and reaming. Take apart assembled pieces, if necessary, for the removal of burrs and shavings produced by the operation. Provide members free from twists, bends and other deformations.

Perform drifting during assembling only to bring the parts into position, and not to enlarge the holes or distort the metal.

Match mark connecting parts in the shop for the purpose of reaming holes in field connections, and furnish a diagram showing such marks.

Furnish a camber diagram showing the camber at each panel point in the cases of trusses, and at field splices and $^1/_{10}$ points of span for beams, girders, and rigid frames. The final camber will be checked on the fully assembled girders in the "no load" position for rolled beams and I-plate girders, and in the "dead load" position for box plate girders. The bolts in the field splice need not have the final tension applied. Apply only enough tension to adequately keep the assembled section together for the camber measurements.

Before fabrication, submit a handling procedure for box plate girders for approval. Propose procedure that applies no undue stresses to the flange to web welds.

506.03.09 Edge Planing. Plane the sheared edges of plates more than 16 mm ($^5/_8$ in.) in thickness and carrying calculated stress to a depth of 6 mm ($^1/_4$ in.). Fillet re-entrant cuts to a radius of 19 mm ($^3/_4$ in.).

506.03.10 Facing of Bearing Surfaces. The surface finish of bearing and base plates and other bearing surfaces that are to come in contact with each other or with concrete shall meet the following American National Standards Institute surface roughness requirements as defined in ANSI B46.1, Surface Roughness, Waviness and Lay, Part 1:

Steel slabs	ANSI 50 µm (2,000 µin.)
Heavy plates in contact in shoes to be welded	ANSI 25 µm (1,000 µin.)
Milled ends of compression members, stiffeners, and fillers	ANSI 13 µm (500 µin.)
Bridge rollers and rockers	ANSI 6 µm (250 µin.)
Pins and pin holes	ANSI 3 µm (125 µin.)
Sliding bearings	ANSI 3 µm (125 µin.)

506.03.11 Abutting Joints. Mill abutting joints in compression members of trusses and in columns.

Do not exceed 6 mm ($^1/_4$ in.) openings in abutting joints in tension members.

Do not exceed 6 mm ($^1/_4$ in.) openings in abutting joints of rolled beams, plate girders, and box plate girders.

506.03.12 Flame Cutting. Perform this work according to ANSI/AASHTO/AWS D1.5.

506.03.13 End Connection Angles. Build floor beams, stringers, and girders having end connection angles to exact length shown on the plans measured between the heels of the connection angles, with a permissible tolerance of +0 mm to –1.5 mm (+0 in. to $-^1/_{16}$ in.). Where continuity is to be required, face end connections. Use connection angles not less than 9.5 mm (0.375 in.) thick, nor less than that shown on the detail drawings.

506.03.14 Lacing Bars. Neatly round the ends of lacing bars unless another form is required.

506.03.15 Shear Stud Connectors. Provide shear stud connectors of a design suitable for end welding and end weld to steel beams, girders, or plates with automatically timed stud welding equipment. The type, size or diameter, and length of stud shall be as specified in the contract documents. See ANSI/AASHTO/AWS D1.5 for allowable tolerances. Do not exceed a maximum variation of 25 mm (1 in.) from the location shown provided the adjacent studs are not closer than 63 mm (2.5 in.) center to center. Maintain a clear distance between the edge of a girder flange and the edge of the shear connectors of not less than 25 mm (1 in.). Make adequate provisions in the fabrication of structural members to compensate for loss of camber due to welding of the shear connectors.

Do not paint or galvanize studs. Remove rust, scale, rust pits, and oil from the studs at the time of welding and immediately before the concrete is placed. Remove excessive mill scale, rust, dirt, paint, grease, or any

other material which might impair the quality of the weld to the beam surface. When necessary to obtain satisfactory welds, wire-brush, peen, prick-punch, or grind free of scale or rust.

Submit for approval, before installation, information on the studs to be furnished as follows:

(a) The name of the manufacturer.

(b) Detailed description of the stud and arc shield.

(c) A certification from the manufacturer that the stud is qualified as specified in ANSI/AASHTO/AWS D1.5. The certification must also indicate the heat from which the studs were manufactured.

Welding specifications and procedure requirements shall conform to ANSI/AASHTO/AWS D1.5.

506.03.16 Welding.

(a) General. Submit 3 copies of the following items, for approval, a minimum of 15 days before beginning fabrication:

1. Procedure qualification records.
2. Welding procedure specifications.
3. Welders qualification list, certification record and verification of continuous employment.
4. Electrode and wire certifications.
5. Mill certifications.

Perform all welding in the fabrication shop, except as otherwise noted on the plans or permitted.

Use automatic welding for all flange to web welds.

Limit shop splices of flanges or webs of main members to locations where section changes occur, where shown on the plans, or as approved.

The welds in butt splices of both webs and flanges shall be inspected and found satisfactory before performing web to flange connections.

Limit field splices to the actual locations shown on the plans.

Additional field or shop splices, may be used, if reviewed and approved in writing before fabrication.

Weld in conformance to ANSI/AASHTO/AWS D1.5, except do not use electro slag welds.

Finish groove welds on primary members smooth and flush with the base metal on all surfaces by grinding in the direction of applied stress, leaving surfaces free from depressions.

Use extension bars or runoff tabs at the end of a joint in a manner that will ensure sound welds.

Terminate fillet welds on stiffeners or gusset plates 6 mm ($^1/_4$ in.) from the end of the plate or cope.

The minimum length of welds shall be 50 mm (2 in.).

Weld structural steel only at locations shown on the shop drawings, including tack welds. Do not weld lifting lugs or attachments.

The fabricator shall submit for review all welding procedures for prequalified welds. The Engineer may test any prequalified weld.

Do not place shear stud connectors on shop splices, move studs up to 75 mm (3 in.) either side of the splice if a conflict occurs.

Where welds in both the web and flange fall at the same location, offset them a minimum 150 mm (6 in.). When a stiffener falls at a location of a flange or web weld, offset the stiffener a minimum 75 mm (3 in.) from the weld.

Upon approval, shop splices may be located at points that are consistent with lengths of plate available from the mill and in areas of reduced tensile stress. To eliminate shop splices, the length of a thicker plate may extend to the end of a thinner plate or the end of a member. Show these changes if approved on the shop drawings.

(b) Inspection-Testing. All shop and field welds will be inspected to the provisions of ANSI/AASHTO/AWS D1.5 and these specifications.

Visually inspect all welds and test welds according to this Subsection. The Engineer will make the final evaluation of the acceptability of all welds.

(c) Quality Control. Submit, in writing, a quality control program. The program shall outline the quality control tasks to be performed to insure that the work conforms to the plans and these specifications. The quality control program shall also identify the Contractor's personnel who will be responsible for performing the quality control tasks.

The quality control program must be approved in writing before the start of any fabrications.

(d) Supervision. Provide adequate supervision and inspection of all welds to ensure satisfactory, consistent and uniform workmanship. Repeated and chronic weld defects will be considered as evidence that proper quality control and supervision procedures are not being provided.

Provide quality control inspectors at all times during fabrication, including alternate shifts.

(e) Time of Inspection. Provide visual inspection continuously. Begin nondestructive testing of welds immediately after welding operations are completed, except for ASTM A514 and A517 steels. Do not perform final nondestructive testing of welds for ASTM A514 and A517 steels until at least 96 hours have elapsed after completing welding operations. All nondestructive testing shall be performed in the presence of the Engineer or a representative designated by the Department.

(f) Heat Numbers. Before nondestructive testing, furnish heat numbers of all structural steel parts welded together to form a main member. Transfer heat numbers of all plates separated into flange and web sections through steel stamping.

(g) Visual Inspection of Welds. Use inspection requirements and standards for visual acceptance as stated in ANSI/AASHTO/AWS D1.5. Visually inspect and accept welds, and make any required repairs, before performing any nondestructive testing for acceptance.

(h) Testing Precedence. When both radiographic inspection and ultrasonic inspection are to be performed on a weld, perform radiographic inspection before ultrasonic inspection except in flanges where acceptance is based on ultrasonic method.

(i) Radiographic Inspection. Perform all radiographic testing and inspection.

1. Licensing Requirements. Use an agency to perform the radiographic testing which is currently licensed for the operation involving radioactive materials under the proper jurisdiction where such inspection is performed.

2. Testing Procedures Submittal. Before beginning fabrication of structural steel components, submit in writing for approval, a copy of proposed radiographic test procedures.

3. Résumé. Furnish a résumé listing the specific radiographic equipment and outlining the particular radiographic procedures proposed for use. Furnish a statement detailing the radiographic training and experience for each person to be employed in radiographic testing, and certify that each of these persons meets the qualification requirements of paragraph 6.1.3.4 of ANSI/AASHTO/AWS D1.5. Only those personnel approved in writing shall perform radiographic inspection.

4. Scheduling. Schedule radiographic testing and give not less than 12 hours notice in advance of the scheduled time and place for this testing, the items to be radiographed, and the radiographic agency to be utilized unless otherwise authorized. Schedule radiographic testing during daylight hours unless requested in writing and approved. Blanket approval for an extended period may be given.

Do not radiographically inspect butt welds in girder flanges and webs until the girder flange or web section is cut to its finished width.

5. Extent of Inspection.

a. Groove Welds. Furnish radiographs, and radiographic reports for welds as follows:

Welds to be tested will be selected. Test 100% of each weld selected. Test 10% of the total number of tension flange welds, 5% of the total number of compression flange welds and 10% of the total number of web splices. Consider flanges not identified on the design drawings as being in compression to be in tension, including flanges subject to reversal stresses.

If defects are noted in the radiographs, reevaluate defective welds by ultrasonic inspection. These welds

may also be reevaluated by Department personnel. Repair any defects disclosed by ultrasonic reevaluation.

b. Additional Radiographic Inspection. The Engineer may perform radiographic inspection in addition to such inspection performed by the Contractor. Make available the facilities used in the operations for use by the Engineer in performing such additional inspection. Repair any defective welds and repeat radiographic inspection.

6. Radiographic Procedure.

a. Requirement. Use a radiographic procedure conforming to ASTM E94, and these specifications.

Use edge blocks when radiographing butt welds greater than 12.5 mm ($^1/_2$ in.) thick. Provide edge blocks of a length sufficient to extend beyond each side of the weld centerline for a minimum distance equal to the weld thickness, but no less than 50 mm (2 in.), with a thickness equal to or greater than the thickness of the weld. The minimum width of the edge blocks shall be equal to half the weld thickness, but not less than 25 mm (1 in.). Center the edge blocks on the weld with a snug fit against the plate being radiographed, allowing no more than 1.5 mm ($^1/_{16}$ in.) gap. Make edge blocks of radiographically clean steel and with a surface finish of ANSI 3 µm (125 µin.) or smoother.

b. Film. Radiograph on material whose thickness is 23 mm (0.901 in.) or less on Type I industrial radiographic film. Radiograph on material whose thickness is greater than 23 mm (0.901 in.) to 89 mm (3.5 in.) on Type II industrial radiographic film. Use radiographic film conforming to ASTM E94. Use film wide enough to fully span the width of the weld with sufficient excess to allow the specified location markers and other identification to show on the film outside of the weld area, but in no case use film less than 110 mm (4.5 in.) in width, and 430 mm (17 in.) in length. The testing agency conducting the radiograph shall submit for approval all data concerning the film, including brand name and type, before any radiograph being performed.

c. Process and Detail. Make radiographs by either X-ray or gamma ray. All radiographs shall determine quantitatively the size of defects having thickness equal to or greater than 2% of the thickness of the thinner of the parts joined by the weld under examination. Use clean radiographs, free of film processing defects, and with densities of not less than 2.0 nor more than 4.0 in the area of interest. Do not use a gamma ray source which exceeds 4 mm (0.16 in.) across its greatest diagonal dimension to radiograph welded material up to 75 mm (3 in.) in thickness.

Radiographs shall show the following:

(1) The essential hole in each penetrameter as specified in ANSI/AASHTO/AWS D1.5.

(2) The penetrameter identification number.

(3) The radiograph identification and location marks indicated below under “Identification and Location Marks”.

d. Film Development. Develop radiographic film within the time and temperature range recommended by the film manufacturer. Do not sight develop. Manually hot air dry the film. Do not use automatic driers.

e. Dual Film Technique. In the event that the greatest and least thickness of a weld joining parts of different thicknesses cannot both be rendered with a single exposure on a single film having densities within the limits specified under “Process and Detail,” use a dual film or dual exposure technique. Calibrate these techniques to obtain the required density for both the greatest and the least thickness of the weld. When these techniques are employed use 2 extra penetrameters in addition to the 2 specified under “Penetrameters.” Position the 4 penetrameters so that at least one penetrameter image appears at each end of each film on the plate thickness for which that film has been exposed.

f. Penetrameters. Use 2 or more penetrameters for each radiograph according to ANSI/AASHTO/AWS D1.5.

g. Radiographic Exposure. Make radiographs with a single source of radiation approximately centered with respect to the length of the weld being examined. Maintain a perpendicular distance from the radioactive source to the film of not less than 7 times the maximum thickness of the weld under examination. Do not penetrate the weld with rays at an angle greater than 26.5° from a line perpendicular to the weld surface. During exposure, place the film at the opposite side to the source of radiation and as close to the surface of the weld as possible.

7. Identification and Location Marks.

a. Fabrication. Radiographic identification for inspection of welds shall consist of the following:

(1) State Contract Number.

(2) Weld Identification Number. The weld identification number shall consist of a sequence of digits conforming to the following:

(a) The fabrication number of the girder in which the radiographed weld occurs, followed by a dash (-).

(b) Letter combination designating the section in which the radiographed section occurred. Designate the section by the letters TF (Top Flange), BF (Bottom Flange), or the word Web.

(c) The joint designation consisting of the letter W preceded by a space and followed by a number. The number shall designate the joint in which the radiographed weld occurs and shall correspond to the number of welded joints between the reference or work end of the section and the radiographed weld.

(d) Steel stamp all weld identification numbers.

(3) Identification of the company performing the radiograph.

(4) Radiographer's initials.

(5) Six numeric digits indicating "Month"–"Day"–"Year".

b. Erection. Radiograph identification for radiographs of welds performed after erection will be as designated.

c. Repairs. Suffix the weld identification number on radiographs of repaired welds with the letter R and a number showing how many times the weld has been repaired.

d. Radiograph Location Marks. When complete radiographic coverage of a weld is specified, locate or place other supplementary match marks to appear on the film according to Section 14 of ASTM E94. Radiograph location marks will not be required for radiographs made at field construction sites. Indicate the location of radiographs made at field construction sites by a number added to the end of the weld identification number. Separate such a number, from the joint or splice number by a space, signifying the location of radiographs on plate girder joints or splices when viewed ahead on line, as follows:

1 = right side bottom flange

2 = left side bottom flange

3 = left side top flange

4 = right side top flange

5 = web adjacent to top flange

In the event additional radiographs of a given web weld are required, identify these as consecutive location numbers starting with 7. The exact location of such radiographs shall be approved and noted in the radiographic reports.

e. Radiographic Identification (Miscellaneous). Establish an approved radiograph identification and marking system for welds on other than plate girder structures before radiographic inspection begins.

8. Examination. Reports and Disposition of Radiographs.

a. Viewer. Provide a suitable high-intensity radiograph viewer at the place where radiographic inspection is performed.

b. Acceptance. Before acceptance of a weld subject to radiographic inspection, submit radiographs, including any that show unacceptable quality before repair, and a report interpreting them.

c. Reports. Submit 3 copies of the radiographic report showing the results of radiographic tests performed during each shift. Include the following information in the radiographic report:

(1) Date

(2) Name and address of the radiographic inspection agency.

(3) Description of structure being inspected.

(4) Location of structure or fabrication site.

(5) Contract number.

(6) Specification being used to accept or reject welds radiographically inspected.

(7) Name and address of the fabricator.

(8) Radioactive source, type and size (either current or dated strength), or X-ray unit type and size.

(9) Type of film used.

(10) Names of technicians performing the radiograph.

(11) NDT numbers for the reported radiographs.

(12) Weld identification number for each radiograph.

(13) Item radiographed (flange, web, etc.) for each radiograph.

(14) Thickness of the item radiographed for each radiograph.

(15) Distance from the radioactive source or focal spot to the film for each radiograph.

(16) An interpretation of each radiograph providing an analysis of:

(a) Cracks.

(b) Porosity or gas holes.

(c) Slag or inclusion.

(d) Lack of fusion.

(e) Incomplete penetration.

(17) Acceptability of both weld and radiograph for each radiograph.

(18) Remarks (if any) concerning any unusual observation or condition in the weld or radiograph.

(19) Radiographer's signature.

d. Packaging. Package radiographs and reports in suitable envelopes and clearly mark on the outside with the following identification:

(1) Contract number.

(2) Fabricator.

(3) NDT report numbers for the radiographs in the package.

e. Disposition of Reports. After review and approval of radiographic reports the original and 2 copies of the reports together with the radiographs will be retained.

(j) Ultrasonic Inspection of Welds.

1. General. Use inspection methods as provided for in ANSI/AASHTO/AWS D1.5.

2. Résumé. Furnish a résumé listing the specific ultrasonic equipment and outlining the particular ultrasonic procedures proposed. Furnish a statement detailing the ultrasonic training and experience for each person to be employed in ultrasonic testing, and certify that each of these persons meets the qualification requirements of paragraph 6.1.3.4 of ANSI/AASHTO/AWS D1.5. Only those personnel approved in writing shall perform ultrasonic inspection.

3. Extent of Ultrasonic Inspection:

a. Perform ultrasonic inspection on 100% of the total weld length of all full penetration welds in web splices and flange splices.

b. For full penetration welds in web to flange connections, ultrasonically inspect 25% of the length of each weld subject to tension and 10% of the length of each weld subject to compression. If this

inspection discloses defective welds, check 300 mm (12 in.) of additional weld on each side of the test area. If defects occur in these areas, check 100% of the remaining weld. Areas to be tested will be selected.

c. Test 25% of miscellaneous full penetration welds as selected by the Engineer.

d. Acceptable welds will be verified by ultrasonic inspection. Inspection will be on 10% of tension flange welds, 10% of web splices, and 5% of compression flange welds. If such inspection discloses defective welds, additional inspection may be required. Repair defective welds.

4. Scheduling of Inspection. Give written notification at least 6 hours in advance of scheduled ultrasonic inspection.

5. Weld Preparation. Do not schedule ultrasonic inspection of welds until welds have been prepared as follows:

a. Remove any back-up plates and run-off tabs.

b. Grind welds flush and smooth with a maximum roughness not to exceed 6 μm (250 μin.) rms.

c. Leave off all shear studs, brackets, bolt holes, and other projections or obstructions within the scanning zone until ultrasonic inspection has been completed and the welds accepted.

d. Remove loose mill scale, rust, dirt, paint, grease, oil, grime, weld splatter, etc. from the scanning zone.

6. Inspection Procedures. Perform ultrasonic inspection and evaluation as follows:

a. Perform ultrasonic inspection and evaluation only during daylight hours unless otherwise allowed.

b. Do not perform ultrasonic inspection and evaluation at unsafe locations or locations not readily accessible.

c. Do not perform ultrasonic inspection in the presence of rain, snow, or blowing sand, or when the wind velocity exceeds 16 km/hr (10 mph), except under approved shelter.

d. Perform ultrasonic inspection and evaluation only when the temperature of the steel is between 4 °C (40 °F) and 49 °C (120 °F).

e. Before the initiation of ultrasonic inspection, visually inspect joints for surface defects and conformance to joint preparation requirements.

7. Include the following in Ultrasonic Test reports:

a. Date.

b. Contract No.

c. Fabricator.

d. Description of structure being inspected.

e. Material thickness.

f. Weld identification.

g. Transducer angle.

h. Reference level.

i. Defect level.

j. Attenuation factor.

k. Defect rating.

l. Length of defect.

m. Angular distance.

n. Depth from surface.

o. Distance from reference point.

p. Type of defect.

q. Either accepted or rejected.

r. Name & level of technician performing inspection.

Upon completion of ultrasonic inspection, submit the original and 2 copies of the test report for inspection performed on each shift.

(k) Dye Penetrant Inspection of Welds. If directed, perform dye penetrant inspection according to ANSI/AASHTO/AWS D1.5.

(l) Magnetic Particle Inspection of Welds.

1. General. Perform magnetic particle inspection, including weld preparation. Use inspection methods as provided for in ANSI/AASHTO/AWS D1.5.

2. Résumé. Furnish a résumé listing the specific magnetic particle equipment and outlining the particular magnetic particle procedures proposed. Furnish a statement detailing the magnetic particle training and experience for each person to be employed in magnetic particle inspection, and certify that each of these persons meets the qualification requirements of paragraph 6.1.3.4 of ANSI/AASHTO/AWS D1.5. Only those personnel approved in writing shall perform magnetic particle inspection.

3. Perform inspection as outlined in ANSI/AASHTO/AWS D1.5 paragraph 6.7.2 through 6.7.2.3.

4. Scheduling of Inspection. Give written notification at least 6 hours in advance of scheduled magnetic particle inspection.

(m) Marking of Welds for Repair. Mark defective welds in the presence of the Engineer on the surface and side in which the repair will be made. Clearly mark the length and depth of the defect. Note defect length by a line on the surface directly over the defect. Mark (outside the weld area) the depth from the noted surface with a suitable line or arrow referencing the applicable defect.

(n) Allowable Number of Repairs. When any weld has been repaired 3 times and rejected 4 times, hardness tests will be performed. Acceptable values will be determined by the Department's Materials Division for weld metal and the heat affected zone depending on the type of base metal. If the hardness values exceed the permissible range, completely remove the weld and heat affected material.

506.03.17 Fit of Stiffeners. Fit stiffeners as specified in ANSI/AASHTO/AWS D1.5.

506.03.18 Annealing and Stress Relieving. Perform annealing and stress relieving as specified in Division II, Article 10.26 of the AASHTO Standard Specifications for Highway Bridges.

506.03.19 Pins, Rollers, and Pin Holes. Rollers shall be of structural carbon steel and pins shall be of carbon steel forgings meeting the requirements of Subsection 710.03.08. Accurately turn pins and rollers to the dimensions shown on the drawings and make straight, smooth, and free from flaws. Produce final surface by a finishing cut.

In pins larger than 225 mm (9 in.) in diameter, bore a hole not less than 50 mm (2 in.) in diameter full length along the axis. Bore hole after the pin has been cooled to a temperature below the critical range under suitable conditions to prevent injury by too rapid cooling, and before being annealed.

Bore pin holes true to the specified diameter, smooth and straight at right angles with the axis of the member and parallel with each other.

Do not vary the distance outside to outside of holes in tension members and inside to inside of holes in compression members from that specified by more than 0.80 mm ($^1/_{32}$ in.). Perform boring of holes in built up members after the bolting is complete.

Bore diameter of the pin hole not exceeding that of the pin by more than 0.50 mm ($^1/_{50}$ in.) for pins 125 mm (5 in.) or less in diameter, or more than 0.80 mm ($^1/_{32}$ in.) for larger pins.

Screw threads for all bolts and pins for structural steel construction shall conform to the American National Coarse Thread Series, Class 2, free fit, except thread pin ends having a diameter of 34 mm (1.375 in.) or more at 6 threads per 25 mm (1 in.).

Furnish and use pilot and driving nuts in driving pins. Furnish 2 pilot nuts and 2 drifting nuts for each size

of pin. Drive pins so that the members will take full bearing on them. Screw pin nuts up tight and burr the threads at the face of the nut with a pointed tool.

506.03.20 Shop Painting. Apply shop paints in conformance with Section 614.

Use equipment and methods of handling materials which prevent marring or damage to the shop coat of the painting system. Insulate the steel from lifting chains or cables by approved softeners. Pad hooks, clamps and slings used to hoist steel. Repair shop coated paint surfaces that are marred or damaged with materials and to a condition of the coating as specified in Section 614.

506.03.21 Marking and Shipping. Permanently stamp each member with an erection mark for identification and furnish an erection diagram with erection marks shown thereon. Do not use painted erection marks. Mark the mass on members weighing more than 2.7 metric ton (3 ton). Load structural members on trucks or cars so that they may be transported and unloaded at their destination without being excessively stressed, deformed or otherwise damaged. Ship girders in a vertical position and maintain vertical in subsequent operations, or as approved.

506.03.22 Erection Methods and Equipment. At least 15 days before the start of erection, give written notice as to the method of erection proposed, and as to the amount and character of the equipment proposed, the adequacy of which will be subject to approval. Perform storage and handling of the beams or girders on the erection site in conformance to Subsections 506.03.04 and 506.03.08. Do not consider the approval as relieving the responsibility for the safety and adequacy of methods or equipment or from carrying out the work in full accordance with the plans and specifications.

Do not spot weld for the purpose of eliminating field erection bolts or for holding steel parts together while bolting.

Erection work will be subject to inspection. Furnish facilities for such inspection of material and workmanship. Furnish a man lift or erect an approved platform to provide the Engineer access for inspection during erection. Material and workmanship not previously inspected will be inspected after its delivery to the site of the work.

Provide falsework, tools, machinery and appliances, including drift pins and fitting up bolts, necessary for the expeditious handling of the work.

Use galvanized high-strength bolts for rail post anchor bolts. Set anchor bolts with suitable templates in exact position and securely fix to prevent displacement during the concreting operations. Dress the areas of concrete upon which posts are to be set by grinding and rubbing to a true plane for the proper seating of the posts. Coat surfaces of aluminum alloy posts and adjustment shims to be in contact with concrete or with the steel anchor bolts, nuts, and washers with aluminum insulating compound.

Erect rail posts in sections. Continue erection of sections of rails and posts successively. Align the rail and tighten the nuts on the anchor bolts. Do not deviate posts more than 3 mm ($^1/_8$ in.) from true alignment and do not create an abrupt break in alignment at any location. Aluminum shims may be slotted for ease in placing if approved.

Use equipment and erection methods which prevent marring or damage to the shop coat of the painting system. Insulate the steel from lifting chains or cables with approved softeners. Pad hooks, clamps, and slings used to hoist steel. Repair all shop coated paint surfaces that are marred or damaged, with materials and to a condition of the coating as specified in Section 614.

506.03.23 Falsework. Properly design the falsework and substantially construct and maintain for the loads which come upon it. Prepare and submit for approval, plans for falsework or plans for changes in an existing structure necessary for maintaining traffic. Do not consider approval as relieving the Contractor of any responsibility.

Show holes for falsework and forms on the shop drawings and drill in the shop before any application of paint. Locate holes such that distortion of the web shall not occur. Use temporary ties and struts when necessary to resist lateral loads and control relative deflections.

Limit welding of falsework supports to compression flanges only, as approved.

Upon completion of the erection and before final acceptance, remove all falsework, excavated or useless materials, rubbish and temporary buildings. Replace or renew any fences damaged, restore in an acceptable manner

all property, both public and private, which may have been damaged during the prosecution of the work, and leave the structure site and adjacent highway in a satisfactory neat and presentable condition.

Remove excavated material or falsework placed in the stream channel before final acceptance.

When directed and when applicable, remove and dispose of temporary crossframes between the box plate girders.

Pad materials used for falsework and forms, and their supporting members, which may bear against the shop coated paint of steel members. Insulate overhang jacks and other deck support systems along with their connections from the shop coated paint. Do not use metal rollers, clamps, and other types of fasteners which will mar or damage shop coated surfaces. Repair shop coated paint surfaces that are marred or damaged, with materials and to a condition of the coating as specified in Section 614.

506.03.24 Bearing and Anchorage. Set bridge bearings in exact position as shown on the plans and with full and even bearing on the masonry. Do not place bridge bearings on masonry bearing areas which are irregular or improperly formed.

Give surfaces designed for sliding movement, one upon the other, a field coat of graphite grease when placed in the structure.

Drill the holes and set the anchor bolts, except where the holes are formed or the bolts are built into the masonry. Set the bolts accurately and fix with Portland cement grout, completely filling the holes. Adjust the location of the anchor bolts in relation to the slotted holes in the expansion shoes to correspond with the temperature at the time of erection. Adjust the nuts on anchor bolts at the expansion ends of spans to permit free movement of the span.

Elastomeric bearing pads shall conform to Subsection 502.03.13 and Section 725.

506.03.25 Field Assembly. If the contract covering the erection of the steel does not include the fabrication, check the material received and report promptly, in writing, any shortage or injury discovered. Accurately assemble the parts as shown on the plans and follow match-marks. Carefully handle the material so that no part will be bent, broken, or otherwise damaged. Do not injure or distort the members by hammering. Clean bearing surfaces and surfaces to be in permanent contact before the members are assembled.

Unless erected by the cantilever method, erect truss spans on blocking to give the trusses proper camber.

506.03.26 Misfits. Consider the correction of minor misfits involving nonharmful amounts of reaming, cutting and chipping a legitimate part of the erection. Immediately report any error in the shop fabrication or deformation resulting from handling and transportation which prevents the proper assembling and fitting up of the parts. The moderate use of drift pins or a moderate amount of reaming and slight chipping or cutting will be allowed. Obtain approval for the method of correction. Make the necessary corrections and replacements in presence of Engineer.

506.03.27 Field Painting. Paint structural steel as specified in Section 614.

METHOD OF MEASUREMENT

506.04.01 Measurement. Structural steel will be measured by one of the methods specified herein.

(a) Kilogram (Pound) Basis. When specified, structural steel will be measured by the kilogram (pound). The estimated quantities shown on the plans, plus or minus authorized quantity changes, will be the quantity used for payment. The Engineer or the Contractor may, however, request final measurement. Submit request for final measurement in writing. When final measurement is made, the quantities derived therefrom will be the quantities used for payment.

The calculated mass will be based on the following assumptions:

1. Unit masses, kg/m^3 (lb/ft^3):

Iron, malleable	7,530 (470)
Iron, wrought	7,800 (487)
Steel, rolled, cast, copper bearing, silicon, nickel and stainless	7,850 (490)

Additional mass due to substitutions made at the Contractor's request will not be included.

2. The mass of bolts, cap screws, anchor bolts, nuts, washers and anchor pipe sleeves remaining in the finished structure will be computed on the basis of their nominal mass and dimensions.
3. The mass of paint will not be included in the computed mass of metals.
4. The mass of weld metal will be computed on the basis of the theoretical volume of the dimensions of the welds.

(b) Lump Sum Basis. When specified, structural steel will be measured by the lump sum. The lump sum price shall include all metal in the finished structure including but not limited to bolts, nuts and washers, stud connectors, scuppers and deck drains, castings, pier nose angles, expansion joint angles and supports, plain elastomeric bearing pads, plates, anchorages, welding materials, and galvanizing. There will be no change in measurement due to substitutions made at the Contractor's request.

(c) Linear Meter (Linear Foot) Basis. When specified, bridge rail or pedestrian rail will be measured by the linear meter (linear foot) of rail.

BASIS OF PAYMENT

506.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Structural Steel	Kilogram (Pound) or Lump Sum
Bridge Rail (type)	Linear Meter (Linear Foot)
Pedestrian Rail (type)	Linear Meter (Linear Foot)

SECTION 508

DRIVEN PILES

DESCRIPTION

508.01.01 General. This work consists of furnishing and driving piles.

MATERIALS

508.02.01 General. Material shall conform to the following Sections and Subsections:

Portland Cement Concrete	Section 501
Reinforcing Steel	Section 505
Steel Piles	Subsection 712.03.07
Steel Shell for Piles	Subsection 712.03.08
Timber Piles	Section 718

Furnish copies of mill test reports on the steel shells and steel piles.

Concrete for precast prestressed concrete piles shall be Class PAA Portland cement concrete.

Concrete filling for steel shells and pipe piles shall be Class D Portland cement concrete with the following exceptions:

Minimum Compressive Strength	28 MPa (4,000 psi)
Maximum Aggregate Size	100% passing 19 mm (3/4 in.) sieve
Slump	150 to 200 mm (6 to 8 in.)

CONSTRUCTION

508.03.01 Furnished Pile Length. Furnish piles in accordance with the contract documents and as required to develop the specified ultimate pile capacity without damage to the piles. The lengths given in the contract documents will be based on the lengths which remain after cutoff in the completed structure. Lengths shall be increased, without added compensation, to provide for fresh heading and for such additional length as may be necessary to suit the method of operation.

508.03.02 Equipment. The driving equipment shall be in good operating condition and shall conform to the requirements of Subsection 508.03.03.

(a) Hammer Types. Use either an impact or non-impact hammer.

1. Impact Hammers. Use a pile driving hammer of the size and type able to consistently deliver effective dynamic energy sufficient to drive the pile to develop the specified ultimate pile capacity and to the design tip elevations as shown on the plans. Use one of the following types:

a. Air-Steam Hammers. Provide power plant and equipment for air-steam hammers with sufficient capacity under working conditions to maintain the volume and pressure at the hammer specified by the manufacturer and with accurate pressure gauges easily accessible.

b. Open-End Diesel Hammer. Provide open-end (single-acting) diesel hammers equipped so as to allow visual determination of the hammer stroke at all times during pile driving operations. Provide the hammer manufacturer's chart equating stroke and blows per minute.

c. Closed-End Diesel Hammer. Provide closed-end (double-acting) diesel hammers equipped with a bounce chamber pressure gauge, mounted near ground level so as to be easily read. Prior to driving, provide a chart on actual hammer performance, equating bounce chamber pressure to either equivalent energy or stroke, calibrated within six months before initial use on the project.

d. Gravity Hammers. Provide gravity hammers that have a ram weighing between 900 and 1,600 kg (2,000 and 3,500 lb) and with a drop height of not more than 3 m (10 ft). The weight of gravity hammers shall not be less than the combined weight of helmet and pile.

e. Hydraulically Assisted Hammers. Provide power plant and equipment for hydraulically assisted hammers with sufficient capacity under working conditions to maintain the volume and pressure at the hammer specified by the manufacturer and with accurate pressure gauges easily accessible.

2. Non-Impact Hammers (Vibratory Hammers). Control installation of production piles with vibratory hammers according to power consumption, rate of penetration, specified tip elevation, or other acceptable means which ensure the pile capacity equals or exceeds the specified ultimate pile capacity.

(b) Driving Components. When driving, use a pile cushion, helmet, hammer cushion, follower and lead as specified herein.

1. Pile Cushion. Protect the heads of all concrete and timber piles with pile cushions. Provide pile cushions made of plywood, hardwood, or composite plywood and hardwood materials. The minimum pile cushion thickness placed on the pile head prior to driving shall not be less than 100 mm (4 in.). Provide a new pile cushion for each pile. Replace the pile cushion if the cushion is compressed more than one-half the original thickness during the driving of any pile, or if it begins to delaminate or char. The pile cushion dimensions shall match the cross sectional area of the pile top. The use of manufactured pile cushion materials in lieu of wood pile cushions may be used when approved.

2. Helmet. Equip piles driven with impact hammers with an adequate metal helmet or drive head to distribute the hammer blow to the total cross-section of the pile head while preventing the transfer of any torsional forces. The helmet must be guided by the leads and must not be free-swinging. Maintain proper axial alignment between the helmet, hammer, and pile. Provide appropriate helmets, mandrels or other devices for special types of piles, in accordance with the manufacturer's recommendations, so as to accomplish the driving of the piles without damage.

3. Hammer Cushion. Provide impact pile driving equipment designed to be used with a hammer cushion with a suitable thickness of hammer cushion material to prevent damage to the hammer and/or pile and to insure uniform driving behavior. Hammer cushions shall be made of durable manufactured materials, provided in accordance with the hammer manufacturer's guidelines. Wood, wire rope, and asbestos hammer cushions are specifically disallowed and shall not be used. Place a striker plate on the hammer cushion as recommended by the hammer manufacturer to insure uniform compression of the cushion material. Remove the hammer cushion from the helmet and inspect when beginning pile driving at each structure or after each 100 hours of pile driving, whichever is less. Replace the hammer cushion when it becomes compressed in excess of 25% of the original thickness.

4. Followers. Except where piles are driven through water, use leads of sufficient length so that the use of a follower will not be necessary. Use followers only when approved in writing, or when specifically stated in the contract documents. In cases where a follower is permitted, drive the first pile in each bent and every tenth pile thereafter full length without a follower, to determine that adequate pile penetration is being attained to develop the specified ultimate pile capacity. The follower and pile shall be held and maintained in equal and proper alignment during driving. The follower shall be of such material and dimensions to drive the piles to the penetration depth determined necessary from the driving of the full length piles driven without the follower. The final position and alignment of the first two piles installed with followers in each substructure unit shall be verified to be in accordance with the location tolerances in Subsection 508.03.05 before additional piles are installed.

5. Leads. Support piles in line and position with leads while being driven. Construct pile driver leads in a manner that affords freedom of movement of the hammer while maintaining alignment of the hammer and the pile to insure concentric impact for each blow. Leads may be either fixed or swinging type. Swinging leads, when used, shall be fitted with a pile gate at the bottom of the leads. In the case of battered piles, a horizontal brace may be required between the crane and the leads. The pile section being driven shall not extend above the leads. The leads shall be adequately embedded in the ground or the pile constrained in a structural frame such as a template to maintain alignment. Provide leads of sufficient length to make the use of a follower unnecessary. Use leads designed so as to permit proper alignment of battered piles.

508.03.03 Approval of Pile Driving Equipment. Submit the following:

(a) A completed pile and driving equipment data form (copy included in the Special Provisions) for each pile driving hammer proposed for the project.

(b) A wave equation analysis, performed by a Registered Professional Engineer licensed to practice in the State of Nevada. This analysis shall be based on developing the specified ultimate pile capacity at the minimum tip elevation as shown in the plans.

Notification of acceptance or rejection of the hammer will be made within 30 days of receipt of data form and wave equation analysis. Acceptance of the hammer will be based on the following criteria determined from wave equation analysis:

(a) The required number of hammer blows indicated by the wave equation at the ultimate driving resistance is between 30 and 120 blows per 0.25 m (36 and 144 blows per ft).

(b) The driving stress in the pile during driving does not exceed the value shown on the plans.

Any change in hammer make, model, or associated equipment in the driving system will require a resubmission for approval.

508.03.04 Preparation for Driving. Do not drive piles until all required pile cap excavation is completed.

Do not drive piles, other than sheet piles, until the approach fills are compacted and in place to an elevation of 0.5 m (1.5 ft) above the bottom elevation of the pile cap. When piles are to be driven through embankment and the depth of the embankment at the pile location is in excess of 1.5 m (5 ft), drive the pile, other than sheet pile, in a prebored hole according to Subsection 508.03.05 (c).

When an abutment area is to be surcharged, do not drive piles therein until the surcharge has been in place for the required period of time, or as approved.

508.03.05 Driving. Drive piles with approved pile driving equipment to the required minimum tip elevation and specified ultimate pile capacity, using Department developed pile driving criteria. Prevent damage to piles due to overdriving.

(a) Installation Sequence. Unless otherwise specified or approved, the order of placing individual piles in pile groups shall be either starting from the center of the group and proceeding outward in both directions, or starting at the outside row and proceeding progressively across the group.

(b) Minimum Penetration. Piles must penetrate below the minimum pile tip elevation shown on the plans. Drilling may be used, when approved, to obtain minimum pile tip elevation. Perform drilling according to Subsection 508.03.05 (c).

(c) Preboring. Prebore holes at pile locations to the depths shown on the plans only when stated in the contract documents, or when approved. Prebored holes shall be of a size smaller than the diameter or diagonal of the pile cross section that is sufficient to allow penetration of the pile to the specified depth. If subsurface obstructions, such as boulders or rock layers, are encountered, the hole diameter may be increased to the least dimension which is adequate for pile installation. Fill any void space remaining around the pile after completion of driving with approved material. The use of spuds (short strong driven members which are removed to make holes for inserting piles) is not permitted in lieu of preboring. When preboring through embankments, drill the hole diameter large enough to allow a minimum of 50 mm (2 in.) clearance around the pile.

(d) Jetting. Jetting is only permitted if approved in writing or when specifically stated in the contract documents. When jetting is approved, determine the number of jets and the volume and pressure of water at the jet nozzles necessary to freely erode the material adjacent to the pile without affecting the lateral stability of the final in place pile. Be responsible for all damage to the site caused by jetting operations. When jetting is specifically required in the contract documents, the jetting plant shall have sufficient capacity to deliver at all times a pressure equivalent to at least 700 kPa (100 psi) at two 19 mm ($^3/_4$ in.) jet nozzles. In either case, unless otherwise indicated, remove jet pipes when the pile toe is a minimum of 1.5 m (5.0 ft) above minimum tip elevation and drive the pile to the specified ultimate pile capacity. Control all jet water, treat if necessary, and dispose of in a satisfactory manner, and in accordance with Section 107.

(e) Location and Alignment Tolerance. Cut off piles such that the pile heads at cutoff elevation are within 25 mm (1 in.) of plan elevation. Drive piles such that the pile heads at cutoff elevation are within 50 mm (2 in.) of plan locations for bent caps supported by piles, and within 150 mm (6 in.) of plan locations for all piles capped below final grade. Maintain a minimum of 100 mm (4 in.) clearance between piles and any edge of the pile cap. Increase the size of the pile cap to meet this edge distance requirement as directed, at no additional cost to the Department.

Install piles so that the axial alignment of the top 3 m (10 ft) of the pile is within 2% of the specified alignment. For piles that cannot be inspected internally after installation, perform an alignment check before installing the last 1.5 m (5 ft) of pile, or after installation is completed provided the exposed portion of the pile is not less than 1.5 m (5 ft) in length. Driving may be stopped in order to check the pile alignment. Misaligned

piles are not allowed to be forced back into proper alignment. Splicing a properly aligned section on a misaligned section is not permitted.

If the location and/or alignment tolerances specified in the preceding paragraphs are exceeded, the acceptance of the pile(s) will be evaluated. If it is determined that corrective measures are necessary, submit a plan for remedial action for review. Furnish all work necessary, including engineering analysis and redesign, to mitigate pile defects with no additional compensation. Any modifications to the pile(s) caused by remedial action will require calculations and working drawings stamped by a Registered Professional Engineer licensed to practice in the State of Nevada. Any remedial correction procedures or designs must be approved before repair operations commence.

(f) Heaved Piles. Take level readings to measure pile heave after driving at the start of pile driving operations and continue until it is determined that such checking is no longer required. Take level readings immediately after the pile has been driven and again after piles within a radius of 5 m (16 ft) have been driven. If pile heave is observed, take accurate level readings referenced to a fixed datum on all piles immediately after installation and periodically thereafter as adjacent piles are driven to determine the pile heave range. Redrive all piles that have heaved more than 6 mm ($^1/_4$ in.) to develop the specified ultimate pile capacity or to the required penetration rate at no additional cost to the Department. Do not place concrete in piles until pile driving has progressed beyond a radius of 5 m (16 ft) from the pile to be concreted. If pile heave is detected for pipe or shell piles which have been filled with concrete, redrive the piles to original position after the concrete has obtained sufficient strength and a proper hammer-pile cushion system is used. Remove any material forced up between the piles to correct elevation before concrete for the pile cap is placed.

(g) Set Period and Restriking. If it is determined that the piles do not attain the specified ultimate pile capacity when driven to the specified length, allow the piles to stand for a "set period" without driving. The "set period" shall be a minimum of 24 hours unless otherwise determined by the Engineer. After the set period, restrike either two piles in each bent or one pile in ten, whichever is greater. The Engineer will designate the piles on which restriking is to be performed. Do not use a cold hammer for restriking. Warm up the hammer before restriking begins by applying at least 20 blows to another pile. Restriking shall consist of driving the pile with a maximum of 15 blows. If it is determined that the specified ultimate pile capacity is attained for each pile that is restruck, then the remaining piles in that bent will be considered satisfactory when driven to at least the same penetration and resistance as the restruck piles.

If the specified ultimate pile capacity is not attained on restriking, splice the pile and drive until the specified ultimate pile capacity is developed. The Contractor shall be compensated for the splicing and restriking of these piles.

(h) Vibratory Hammers. Base the pile capacity of piles driven with vibratory hammers on impact driving blow count after the vibratory equipment has been removed. When vibratory installation of the piles is approved and the vibrated piles do not develop the specified ultimate pile capacity at the specified length, splice them as required and drive with an approved impact pile hammer until the specified ultimate pile capacity is attained.

508.03.06 Cut Off and Extensions. Accurately cut off timber piles which are to be capped so that true bearing is obtained on every pile without use of shims. Cut off other timber piles on the square at the design elevation. Piles inaccurately cut off are considered defective. Do not splice timber piles. Cut off concrete piles at such elevation that they will extend into the cap or footing as indicated on the plans. Concrete piles may be cast the full length of the reinforcing bars, providing that the concrete is cut off to expose the steel as shown on the plans after the piles have been driven. When it is necessary, after driving, to increase the length of precast concrete piles, remove concrete to expose sufficient reinforcing steel to permit a lap of at least 40 bar diameters. Add sufficient length and construct the same section and the same reinforcement as the pile itself.

Perform the work of cutting off precast concrete piles in such a manner as to avoid spalling or damaging the pile below the cut off. Replace or repair damaged piles as directed.

Dispose of all cut off lengths of piling according to Subsection 107.14.

508.03.07 Load Testing. The number and location of the load tests shall be as noted on the plans or as directed.

(a) Static Load Testing. When load tests are required, do not place production piles until after test loading has been completed, except for placement of piles to serve as anchor piles for the test loading.

Any pile used in an uplift reaction frame shall be redriven at no additional cost.

Observe a minimum waiting period of 72 hours between installing the last pile in the load test system and commencing the test.

All testing equipment will be furnished, except the reaction system. Give written notice at least 4 working days in advance of scheduling a load test.

Furnish and assemble a suitable reaction system for each load test capable of sustaining twice the specified ultimate pile capacity without excessive deflection. This reaction system may utilize production piles and/or additional anchor piles, or may be constructed as a total dead load reaction system.

In addition to the above requirements, the reaction system shall meet the following minimum requirements:

1. Support the reaction system in such a manner that it is stable without support from the loading system.
2. Construct reaction system in such a manner as to ensure that all structural elements in the system carry their intended proportion of load, and any slack in the system is taken up before a 45 kN (10 kip) test load is reached.
3. Position reaction system so that the test load can be applied axially on the test pile without any eccentricity.

Submit detailed plans and design calculations stamped by a Registered Professional Engineer licensed to practice in the State of Nevada.

If during the performance of any test any member or connection of the reaction system fails or is stressed beyond its yield point, or there is insufficient reaction to maintain the required load, discontinue the test. Correct any deficiencies in the system before restarting the test.

Provide a smooth cut off surface on the test pile which is both planar and perpendicular to the longitudinal axis of the test pile. Assist the Engineer in the placement of and removal of the hydraulic jacks to the test pile. Provide means to secure jacks to the testing frame.

All other work of making and recording the test load will be performed. The “Quick Load Test” will be run according to Test Method No. Nev. T600.

Where a load test is required and driven piles are specified, base the penetration of all production piling for that structure upon the results of the load test(s), providing these pilings are driven with the same equipment and the resistance to driving (penetration per blow) is comparable. The Engineer will make this determination and may require redriving of any pile when necessary to assist in this decision.

(b) Dynamic Load Testing. Secure the services of a Dynamic Load Testing Consultant. The Dynamic Testing Consultant Firm shall submit for approval, in writing, their qualifications to perform dynamic testing as specified and shall provide a list of 20 projects successfully completed in the last 1 year using a Pile Driving Analyzer (PDA). A brief description, reference name, and current phone number for each project must be included. The Dynamic Testing Consultant Firm must have completed at least 20 projects per year in the last 3 years. The PDA operator must have completed at least 10 projects per year in the last 2 years. A project is defined as having performed at least 2 dynamic tests.

Perform Dynamic Pile Testing, as shown in the plans, during initial driving and restrike to monitor hammer and drive system performance, assess pile installation stresses and integrity, and evaluate pile capacity. Insure that 1.2 m (4 ft) of pile or shell length remains between the pile driver head and the ground when the final tip elevation is reached for the placement of the “Dynamic Load Test” instrumentation.

Summary of Work. Perform dynamic testing as shown in the plans on the first pile in each structure or pile group, during initial driving and during restrike a minimum of 24 hours after initial driving. Restrike testing may require moving driving equipment out of sequence. If additional driving is required, splice the pile and reattach the sensors to the next pile segment prior to continuing driving.

Do not use a cold hammer for restriking. Warm up the hammer before restriking begins by applying at least 20 blows to another pile. The maximum amount of penetration required during restrike shall be 150 mm (6 in), or the maximum number of hammer blows required shall be 50, whichever occurs first. After restriking, the Engineer will either provide a cutoff elevation or specify additional pile penetration and testing. No direct payment shall be made for restriking test piles.

Equipment and Personnel. Perform dynamic monitoring using a Pile Driving Analyzer (PDA). The Dynamic Testing Consultant shall provide all equipment necessary for the dynamic monitoring, such as sen-

sors, cables, etc. The equipment shall conform to the requirements of ASTM D-4945, Standard Test Method for High Strain Dynamic Testing of Piles.

Field Report. Within one day of production pile testing, the Dynamic Testing Consultant shall prepare a hand written daily field report summarizing the dynamic testing results. The daily report shall include the calculated driving stresses, transferred energy, and estimated pile capacity at the time of testing. Daily field reports shall be left at the job site for the Engineer.

Dynamic Testing Report. Within 21 days after completing all dynamic testing, the Dynamic Testing Consultant shall prepare and submit a typed report summarizing the dynamic testing results. This report shall include a discussion of the pile capacity results obtained from the dynamic testing. The report shall also discuss hammer and driving system performance, driving stress levels, and pile integrity.

Take dynamic load test measurements during the driving of piles designated as dynamic load test piles as specified in the Special Provisions. Perform dynamic testing according to ASTM D-4945.

508.03.08 Steel Piles. Steel piles shall be of the type and cross section shown on the plans. Furnish and place pile tip reinforcement as shown on the contract plans.

The length of steel pile may be built up in sections either before or during the driving operations. Make the sections identical in cross section. Make the connections by welding the entire cross section in conformance with Subsection 506.03.16. Properly align the sections connected so that the axis of the pile will be straight. Construct as few a number of welded connections in the length of the pile as practicable. If a welded splice is made during the driving operation, weld it when the top of the lower portion is at least 1 m (3 ft) above the ground to permit observation of the welded connection during driving.

Piles built up from structural steel plates welded together may be substituted for rolled steel piling. Make the depth, width, average thickness, and moment of inertia of the built-up sections at least equal to those of the rolled section. Weld flanges to the web with continuous fillet welds on each side of the web in conformance with Subsection 506.03.16.

508.03.09 Concrete Filled Steel Shell and Pipe Piles. Piles shall conform to Subsection 508.03.08. Reinforcement shall conform with the details shown on the plans and the requirements of Section 505. Concrete filled steel shell and pipe piles shall consist of steel shells or pipe piles driven to develop the specified ultimate pile capacity and filled with reinforcing steel and concrete.

Use steel shells of sufficient strength and rigidity to permit their driving and to prevent distortion caused by soil pressures or the driving of adjacent piles.

Use shells sufficiently watertight to exclude water during the placing of concrete.

After driving and before placing reinforcing steel and concrete therein, the steel shells or pipe piles will be examined for collapse or reduced diameter at any point. Replace any steel shell or pipe pile that is improperly driven, broken or shows partial collapse. All steel shells or pipe piles must be free from rock, soil, water, or other debris before reinforcing steel and concrete are placed. Provide at all times a suitable light for the inspection of the shells or piles throughout their entire length, before placement of reinforcing steel and concrete.

Place concrete in steel shells or pipe piles so that it is dense and homogeneous. Vibrate the upper portion of the shell or pile to a depth of 4.5 m (15 ft).

The shells may be cylindrical or tapered, step tapered, or a combination of either with cylindrical sections. The tip diameter shall not be less than 200 mm (8 in.) and the butt diameter shall not be less than shown on the plans.

All splices necessary to build up piles to the length required will not be paid for, other than those splices specified for payment in Subsection 508.04.01. Make the splice connection by welding the cross section in conformance with Subsection 506.03.16.

508.03.10 Precast Concrete Piles. Construct precast prestressed concrete piles according to Section 503, unless otherwise specified.

Pour concrete for precast concrete piles in smooth watertight forms, so supported as to prevent appreciable deformation or settlement during pouring or curing. When removed from the form, but still on the casting bed, the piles shall present true, smooth even surfaces free from honeycombs and voids. The piles shall be straight so when a line stretched from butt to tip on any face will not be more than 25 mm (1 in.) from the face of the pile at any point.

Keep concrete piles continuously wet for at least 7 days after pouring and allow to cure for at least 30 days before being lifted or driven. This 30 day requirement may be decreased if the specimen of concrete from which the piles were poured develops a compressive strength of 21 MPa (3,000 psi).

When raising or transporting precast concrete piles, provide slings or other equipment to avoid bending of the pile or cracking of the concrete. Replace piles materially damaged in handling or driving. Do not break or chip edges during handling.

508.03.11 Timber Piles. Use either Douglas Fir, Southern Pine, or Western Larch, for timber piles. Pressure treat piles according to Section 615. Timber piles shall conform to Section 718.

Do not drag timber piles across the ground at any time, and handle only with rope slings or with wooden equipment. Use sharp tools only when used for necessary field cutting and trimming. Thoroughly coat all places where the surface of creosoted piling is broken by cutting, boring, or otherwise, with at least three applications of hot creosote oil. Allow each application to become reasonably dry before the succeeding one is applied.

Carefully select the piles as to size in any one bent, pile group, or structure, to avoid undue bending or distortion of the sway bracing. Arrange the piles so as to secure uniform strength and rigidity when driving piles of varying sizes in any given bent, pile group, or structure.

Furnish and place special driving shoes when shown on the plans for pile tip reinforcement for timber piles.

Protect heads of piles from damage due to driving.

When timber caps are specified, first apply a coat of hot creosote oil to the head of the pile. Then build up a protective cap by applying alternate layers of loosely woven fabric in a hot asphalt or tar using three layers of asphalt or tar and two layers of fabric. Use fabric measuring 150 mm (6 in.) greater in each direction than the diameter of the pile and turn over the pile and secure the edges by binding with 2 turns of 3.5 mm diameter (10 gage) galvanized wire. Wire the fabric in advance of the application of the final coat of asphalt or tar which shall extend down over the wiring.

In lieu of the above method of treatment, cover the sawed surface with three applications of a hot mixture of 60% creosote oil and 40% roofing pitch, or thoroughly brush coat with three applications of hot creosote oil and cover with hot roofing pitch. Place a covering of galvanized sheet iron over the pitch coating and bend down over the sides of the pile to shed water.

If the top of a pile becomes broomed, split, or crushed during the driving, stop the driving until the pile has been repaired or replaced by a new one.

508.03.12 Damaged or Defective Piles. The method used in driving piles shall not subject the piles to excessive or undue abuse producing crushing and spalling of concrete, injurious splitting, splintering, and brooming of the wood, or deformation of the steel. Correct any pile damage which occurs during driving by reason of internal defects, or by improper driving. Rectify piles driven out of their proper location, or driven below the designated cutoff elevation.

Misaligned piles shall not be forced into proper position.

Approval of a driving system shall not relieve the Contractor of responsibility for piles damaged from misalignment of the leads, failure of cap block or cushion materials, failure of splices, malfunctioning of the pile hammer or other improper construction procedures.

A concrete pile will be considered defective if any visible crack or defect is observed, which is determined to affect the strength or performance of the pile.

METHOD OF MEASUREMENT

508.04.01 Measurement. Piles will be measured by the linear meter (linear foot), from the tip of the completed pile to the plane of pile cutoff.

Driving piles will be measured by the each for each completed pile.

Restriking piles to verify pile capacity will be measured by the each.

Static load tests will be measured by the each and shall include all equipment, materials, personnel to perform the test as specified in Subsection 508.03.07.

Dynamic load tests will be measured by the each and shall include all equipment, materials, personnel to perform the test as specified in Subsection 508.03.07.

Splices will be measured by the each, limited to the number required to splice the pile if it becomes necessary to drive beyond design pile tip elevation, as specified in the contract plans. Length of extensions will be determined.

Preboring, jetting or other methods used for facilitating pile driving procedures will not be measured and payment shall be considered as being included in the contract prices for other items of work.

BASIS OF PAYMENT

508.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this section.

Test piles that become a part of the completed structure will be paid for at the contract prices for the type of piling used.

When, in addition to the requirements of the plans and specifications, brackets, plates, or pile points are required on steel piles, or special driving shoes are required on timber piles, furnish and place such devices. The cost thereof will be paid for as extra work as provided in Subsection 104.03.

Payment will be made under:

Pay Item	Pay Unit
Furnish (type) Piles	Linear Meter (Linear Foot)
Drive (type) Piles	Each
Restrike Piles	Each
Static Pile Load Test	Each
Dynamic Pile Load Test	Each
Splices	Each

SECTION 509

DRILLED SHAFT FOUNDATIONS

DESCRIPTION

509.01.01 General. This work consists of constructing drilled shaft foundations.

509.01.02 Qualifications of Drilled Shaft Contractors. No later than 30 days prior to constructing drilled shafts, submit in writing, qualifications to perform the drilled shaft construction as specified and provide a list of 4 projects successfully completed using drilled shaft construction. The list of projects shall contain names and current phone numbers of owner's representatives who can verify participation on those projects.

A minimum of one year experience installing drilled shafts of both diameter and length similar to those shown on the plans is required for signal, soundwall and overhead sign foundations.

A minimum of 3 years experience installing drilled shafts of both diameter and length similar to those shown on the plans is required for retaining wall and bridge foundations. In addition, the drilled shaft installations must also have been in conditions similar to those indicated by the contract documents and a site inspection.

509.01.03 Submittals. Provide a signed statement from the drilling contractor that inspection has been made of both the project site and all the subsurface information made available, including any soil or rock samples referenced in the contract documents. Submit this statement as part of the installation plan required herein.

Submit an installation plan for review a minimum of 15 days prior to constructing drilled shafts. This plan shall provide information on the following:

(a) Name and experience record of the drilled shaft superintendent who will be in charge of the drilled shaft operations.

(b) List of proposed equipment to be used, including, but not limited to: cranes, drills, augers, bailing buckets, final cleaning equipment, desanding equipment, slurry pumps, core sampling equipment, tremies or concrete pumps, casing, etc.

(c) Details of overall construction operation sequence and sequence of shaft construction in bents or groups.

(d) Details of shaft excavation methods and procedures.

(e) When the use of slurry is anticipated, details of the mix design and its suitability for the subsurface conditions at the construction site, mixing and storage methods, maintenance methods, and disposal procedures.

(f) Discussion of methods to clean the shaft excavation.

(g) Details of reinforcement placement, including support and centralization methods.

(h) Details of concrete placement, including concrete delivery schedule and proposed operational procedures for tremie and pumping methods.

(i) Details of casing installation and removal methods.

The drilled shaft installation plan will be evaluated for conformance with the contract requirements. Notification will be given within 14 days after receipt of the installation plan of any additional information required and/or changes necessary. Approval of the plan shall not operate to relieve the responsibility under the contract for the successful completion of the work, nor shall approval of the plan operate as a warranty that the plan will succeed or will be the most economical or efficient method of completing the work. Adhere to the approved plan for the remainder of the contract. Subject to acceptable field performance, or if changes in equipment or construction methods occur, submit a revised plan for review and approval.

MATERIALS

509.02.01 General. Material shall conform to the following Sections:

Portland Cement Concrete .....Section 501
Reinforcing Steel .....Section 505
Concrete Curing Materials and Admixtures .....Section 702

Concrete shall be Class D Portland cement concrete with the following exceptions:

Minimum Compressive Strength .....28 MPa (4,000 psi)
Maximum Aggregate Size .....100% passing 19 mm (3/4 in.) Sieve
Maximum Water/Cement Ratio 0.45
Slump .....175 to 225 mm (7 to 9 in.)*

*Test Method No. Nev. T438. In addition, the concrete shall maintain a minimum slump of 150 mm (6 in.) at 2 hours and 100 mm (4 in.) at 3 hours. For 2 hour, 3 hour or extended time slump tests, store a sufficient quantity of concrete in sealed five gallon buckets at room temperature.

CONSTRUCTION

509.03.01 Construction Sequence. Complete excavation to top of shaft elevation before shaft construction begins, unless otherwise noted or approved. Recompact and regrade any disturbance to the footing or pile cap area prior to the footing or pile cap concrete placement.

When drilled shafts are to be installed in conjunction with embankment placement, construct drilled shafts after the placement of embankment, unless otherwise noted or approved. In the case of drilled shafts constructed prior to the completion of the embankment, place pile caps or footings after the embankment has been placed as near to final grade as possible. Leave only the necessary work room for construction of the caps or footings.

509.03.02 Construction Methods. Perform excavations required for shafts, and bell footings if shown on the plans, through whatever materials are encountered to the dimensions and elevations shown in the plans or as required. Use construction methods suitable for the intended purpose and materials encountered. The permanent casing method shall be used only at locations shown on the plans or when authorized. Blasting will not be permitted unless noted on the plans or authorized in writing. Construct drilled shaft foundations according to the following methods:

(a) Dry Construction Method. The dry construction method consists of drilling the shaft excavation, removing accumulated water and loose material from the excavation, placement of the reinforcing cage, and placement of concrete in a relatively dry excavation. Use the dry construction method only when: less than 0.3 m (1 ft) of ground water accumulates above the base of the excavation over a one hour period when no pumping is permitted; the sides and bottom of the excavation remain stable, with no detrimental caving, sloughing, or swelling occurring prior to placement of reinforcement; the sides and bottom of the shaft can be visually inspected prior to placement of reinforcing steel and/or concrete.

(b) Wet Construction Method. The wet construction method consists of using water or mineral slurry to maintain stability of the borehole perimeter while advancing the excavation to the specified bottom elevation, placement of the reinforcing cage, and concreting the shaft. Where drilled shafts are located in open water areas, extend exterior casings from above the water elevation into the ground to protect the shaft concrete from water action during placement and curing. Install exterior casings in a manner that will produce a positive seal at the bottom of the casing so that no piping of water or other materials occurs into or from the shaft excavation. Use the wet construction method at sites where a dry excavation can not be maintained for placement of the shaft concrete.

(c) Casing Construction Method. The casing construction method consists of placing a casing into a predrilled hole or advancing a casing through the ground by twisting, driving or vibration before being cleaned out. Use the casing method when shown on the plans or at sites where the dry or wet construction methods are inadequate to prevent caving or excessive deformation of the hole.

Method (c) Casing Construction Method may be used in conjunction with Method (a) Dry Construction Method or Method (b) Wet Construction Method.

509.03.03 Excavation and Drilling Equipment. Use excavation and drilling equipment having adequate capacity, including power, torque and down thrust to excavate a shaft of the required diameter and to a depth 20% greater than required. Excavation and overreaming tools shall be of adequate design, size and strength to perform the work.

When the material encountered cannot be drilled using conventional earth augers with soil or rock teeth, drill buckets, grooving tools, and/or overreaming tools, provide special excavation equipment, including but not lim-

ited to: rock core barrels, rock tools, air tools, blasting materials, and other equipment as necessary to construct the shaft excavation to the size and depth required.

509.03.04 Excavations. Excavate shafts at locations and to the top of shaft elevations, estimated bottom of shaft elevations, shaft geometry and dimensions shown in the contract documents. Extend drilled shaft tip (base) elevations as directed, when the material encountered during excavation is determined to be unsuitable.

Excavate bells by mechanical methods to form the height and bearing area of the size and shape shown.

Overream sidewalls of shafts when the sidewalls have either softened due to excavation methods, swelled due to delays in concreting, or degraded due to slurry cake buildup. Overream to a minimum thickness of 13 mm ($^1/_2$ in.) and a maximum thickness of 75 mm (3 in.). Accomplish overreaming with a grooving tool, overreaming bucket or other approved equipment. The thickness and limits of sidewall overreaming will be determined.

Utilize suitable excavated material for backfilling or in embankments. Dispose of unsuitable or surplus material according to Subsection 107.14.

509.03.05 Excavation Inspection. Provide all equipment for checking the dimensions and alignment of each shaft excavation. This may include, but is not limited to: lights, mirrors, weighted tape, weighted probe, personnel, and all assistance required to perform inspection of the drilled shaft construction. Use the equipment to obtain all measurements as directed.

Measure final shaft depth with a suitable weighted tape or other approved methods after final cleaning. The maximum depth of sediment or any debris at any place on the base of the shaft shall not exceed 25 mm (1 in.). For dry shafts, remove all cuttings that may have been smeared on the sidewalls during the insertion and removal of drilling tools. In addition, for dry excavations, the maximum depth of water shall not exceed 75 mm (3 in.) prior to concrete placement. Shaft inspection will be made after final cleaning by visual inspection for dry shafts or other methods deemed appropriate for wet shafts, such as sounding with a weighted tape or probe. Do not proceed with shaft construction until the shaft has been inspected and accepted.

509.03.06 Obstructions. Remove surface and subsurface obstructions at drilled shaft locations. Such obstructions may include, but are not limited to, man-made materials such as old foundations or construction debris and natural materials such as cobbles, boulders, or cemented soils. Employ special procedures and/or tools when the shaft cannot be advanced using augers, drilling buckets, and/or overreaming tools. Such special procedures and/or tools may include, but are not limited to: chisels, boulder breakers, core barrels, air tools, hand excavation, temporary casing, and increasing the shaft diameter. Do not blast to remove obstructions unless specifically approved in writing.

Retrieve and dispose of all excavating equipment and tools lost during shaft excavation.

509.03.07 Exploration (Shaft Excavation). Obtain soil samples or rock cores to determine the character of the material directly below the completed shaft excavation where shown on the plans or as directed. Extract soil samples with a split spoon sampler or undisturbed sample tube, using the designated soil sampling technique. Cut rock cores with an approved double or triple tube core barrel to a minimum of 3 m (10 ft) below the shaft excavation either before the excavation is made or at the time the shaft excavation is approximately complete. Extend the depth of coring to 6 m (20 ft) below the bottom of the shaft when directed. Measure, visually identify, and record rock core samples in an appropriate field log. Also, describe and record standard penetration test blow counts and samples in the log.

Place samples in suitable containers, identified by shaft location, elevation, and contract number and deliver with the field log to the Engineer. When samples are obtained after completion of the shaft excavation, deliver the field log and samples immediately upon completion of sampling. The material will be inspected and a decision will be made on the suitability of the bearing stratum within 2 days. When samples are obtained prior to excavating the shaft, deliver the samples and field log within 24 hours of sampling. Inspection of the samples/cores will be made and the final depth of required excavation will be determined within 3 days. Furnish 2 typed copies of the final log at the time the shaft excavation is completed and accepted.

509.03.08 Casings. Use steel casings which are smooth, clean, watertight, and of sufficient strength to withstand both handling and driving stresses and the pressure of both concrete and the surrounding earth materials. The outside diameter of the casing and the diameter of any excavation made below the casing shall not be less than the specified diameter of the shaft, or greater than 150 mm (6 in.) than the specified diameter of the shaft at no cost to the Department. Remove all casings, except permanent casings, from shaft excavations. Any length of permanent casing installed below the shaft cutoff elevation shall remain in place.

Extract casing prior to initial set to allow the concrete cast against the surrounding soil to develop the designed skin friction. Leave casing not extracted within the allotted time in the excavation. If casing is not extracted from the excavation, the shaft will be reevaluated to determine if any loss of capacity has occurred. Any loss of capacity may be grounds for the shaft to be considered defective. If any shaft is determined to be defective, submit a plan for remedial action for approval.

(a) Temporary Casing. All subsurface casing shall be considered temporary unless specifically shown as permanent casing in the contract documents. Remove temporary casing before completion of concreting the shaft. Telescoping, predrilling with slurry, and/or overreaming to beyond the outside diameter of the casing may be required during installation.

If electing to remove a casing and substitute a longer or larger-diameter casing through caving soils, the excavation shall be either stabilized with slurry or backfilled before the new casing is installed. Other methods may be used to control the stability of the excavation and protect the integrity of the foundation materials when approved.

As the casing is withdrawn, maintain an adequate level of concrete within the casing so that fluid trapped behind the casing is displaced upward and discharged at the ground surface without contaminating or displacing the shaft concrete.

Temporary casings which become bound or fouled during shaft construction and cannot be practically removed shall constitute a defect in the shaft. Submit a plan for approval to correct such defective shafts. Such improvement may consist of, but is not limited to, removing the shaft concrete and extending the shaft deeper to compensate for loss of frictional capacity in the cased zone, providing straddle shafts to compensate for capacity loss, or providing a replacement shaft. Any foundation redesign must be performed by a Registered Professional Engineer, licensed to practice in the State of Nevada.

(b) Permanent Casing. Use permanent casing when shown in the contract documents. Provide continuous full length casing between the top and bottom elevations of the shaft. Cut off permanent casing, after installation is complete, at the prescribed elevation, and complete the shaft construction by installing necessary reinforcing steel and concrete in the casing.

509.03.09 Slurry. If electing to use slurry, use mineral slurry in the drilling process unless other drilling fluids are specified in the Special Provisions. Mineral slurry shall have both a mineral grain size that will remain in suspension and sufficient viscosity and gel characteristics to transport excavated material to a suitable screening system. The percentage and specific gravity of the material used to make the mineral suspension shall be sufficient to maintain the stability of the excavation and to allow proper concrete placement.

During construction, maintain the level of the slurry at a height sufficient to prevent caving of the hole. In the event of a sudden significant loss of slurry in the hole, cease construction of the foundation until either a method to stop slurry loss or an alternate construction procedure has been approved.

Premix mineral slurry thoroughly with clean water and allow adequate time (as prescribed by the mineral slurry manufacturer) for hydration prior to introduction into the shaft excavation. Provide slurry tanks of adequate capacity for slurry circulation, storage, and treatment. Do not use excavated slurry pits in lieu of slurry tanks without written permission. Provide desanding equipment to control slurry sand content to less than 4 % by volume at any point in the borehole at the time slurry is introduced, including situations in which temporary casing is used. Take all steps necessary to prevent the slurry from “setting up” in the shaft. Such methods may include, but are not limited to: agitation, circulation and/or adjusting the properties of the slurry. Dispose of all slurry material according to Subsection 107.14.

Perform control tests on the mineral slurry using suitable apparatus to determine density, viscosity and pH. The range of values for those physical properties is shown in the following table:

MINERAL SLURRY (Sodium Bentonite or Attapulgite in Fresh Water)			
Acceptable Range of Values			
Property	At the Time of Slurry Introduction	In Hole at Time of Concreting	Test Method
Density kN/m^3 (lb/ft^3)	10.1 - 10.8 (64.0 - 68.8)	10.1 - 11.8 (64.0 - 74.6)	Density Method API 13B-1 Section 1
Viscosity (seconds/quart)*	(28 - 45)	(28 - 45)	Marsh Funnel and Cup API 13B-1 Section 2.2
pH	8 - 11	8 - 11	pH Paper Glass Electrode pH Meter
Notes: Testing shall be performed when the slurry temperature is above 4 °C (40 °F). The sand content shall not exceed 4% (by volume) at any point in the bore hole as determined by the American Petroleum Institute sand content test. *The Marsh Funnel Test is conducted using one quart of fluid, not one liter.			

Perform tests during the shaft excavation to determine density, viscosity and pH values to ensure material consistency. Conduct a minimum of 4 sets of tests during the first 8 hours of slurry use. When the results show consistent behavior the testing frequency may be decreased to 1 set every 4 hours of slurry use.

Do not use water only as a drilling fluid, unless approved in writing. When water only is approved for use, all of the provisions in the table shown above for mineral slurries shall be met, except that the maximum density shall not exceed 11.0 kN/m^3 (70 lb/ft^3). Consider naturally occurring water as drilling fluid.

Insure that a heavily contaminated slurry suspension, which could impair the free flow of concrete, has not accumulated in the bottom of the shaft. Prior to placing concrete in any shaft excavation, take slurry samples using an approved sampling tool. Extract slurry samples from the base of the shaft and at intervals not exceeding 3 m (10 ft) up the slurry column in the shaft, until two consecutive sets of samples produce acceptable values for density, viscosity, and pH.

When any slurry samples are found to be unacceptable, take whatever action is necessary to bring the slurry within specification requirements. Do not place concrete until the slurry in the hole is re-sampled and test results produce acceptable values.

Furnish signed test reports of all tests required above upon completion of each drilled shaft.

509.03.10 Construction Tolerances. Construct shaft foundations to plan dimensions within the following tolerances:

(a) The diameter of the shaft shall not be less than the specified diameter and shall not be more than 150 mm (6 in.) greater than the specified diameter.

(b) Construct the center of the drilled shaft within 75 mm (3 in.) of plan position in the horizontal plane at the plan elevation for the top of the shaft.

(c) The vertical alignment of a vertical shaft excavation shall not vary from the plan alignment by more than 20 mm per m (1/4 in. per ft) of depth.

(d) After concrete placement, the top of the reinforcing steel cage shall be no more than 150 mm (6 in.) above and no more than 75 mm (3 in.) below plan position. Provide minimum cover of 150 mm (6 in.) for all reinforcing steel for shafts 1.5 m (5 ft) or larger in diameter, and a minimum cover of 100 mm (4 in.) for all reinforcing steel for shafts less than 1.5 m (5 ft) in diameter.

(e) A casing larger in diameter than shown in the plans may be used only when approved.

(f) Excavate bells to the plan bearing area and height shown on the contract plans as a minimum. The actual diameter of the bells shall not exceed 3 times the specified shaft diameter. All other plan dimensions shown for the bells may be varied to accommodate the excavation equipment when approved.

(g) The top elevation of the shaft shall not be less than 75 mm (3 in.) below the plan top-of-shaft elevation and shall not be more than 25 mm (1 in.) above the plan top-of-shaft elevation.

(h) Employ excavation equipment and methods so that the completed shaft excavation will have a planar bottom. The cutting edges of excavation equipment shall be normal to the vertical axis of the equipment within a tolerance of ± 30 mm per m (0.375 in. per ft) of diameter.

Drilled shaft excavations and completed shafts not constructed within the required tolerances are unacceptable. Correct all unacceptable shaft excavations and completed shafts by approved methods. Engineering analysis and/or drilled shaft redesign to correct out-of-tolerance drilled shafts shall be performed by a Registered Professional Engineer, licensed to practice in the State of Nevada. Submit proposed corrective measures for approval.

509.03.11 Reinforcing Steel Cage Construction and Placement. Reinforcing steel shall conform with the details shown on the plans and the requirements of Section 505. Double tie, with double wires, every other intersecting vertical and spiral or hoop members of the reinforcing cage in each direction. Assemble and place the reinforcing steel cage, consisting of longitudinal bars, spiral or hoop reinforcement, cage stiffeners, spacers, centralizers, and other necessary appurtenances, as a unit within 30 minutes after the shaft excavation is inspected and accepted. Remove internal stiffeners as the cage is placed in the shaft so as not to interfere with the placement of concrete. Support the reinforcing steel cage from the top at all times until completion of concrete placement.

Tie and support the reinforcing steel in the shaft so that the reinforcing steel will remain within allowable tolerances given in Subsection 509.03.10. Use non corrosive rollers near the bottom and at intervals not exceeding 3 m (10 ft) up the shaft to ensure concentric spacing for the entire cage length in the excavation. Use rollers of adequate dimension to ensure a minimum of 150 mm (6 in.) annular space between the outside of the reinforcing cage and the side of the excavation for shafts 1.5 m (5 ft) or larger in diameter. Provide rollers of adequate dimension to ensure a minimum of 100 mm (4 in.) annular space between the outside of the reinforcing cage and the side of the excavation for shafts less than 1.5 m (5 ft) in diameter. Provide approved cylindrical feet (bottom supports) to ensure that the bottom of the cage is maintained the proper distance above the base.

Verify the elevation of the top of the steel cage before and during the concrete placement. If the upward displacement of the rebar cage exceeds 50 mm (2 in.) or if the downward displacement exceeds 150 mm per 6.1 m (6 in. per 20 ft) of shaft length, the drilled shaft will be considered defective. Submit correction procedure for approval. Cease shaft construction until the method of supporting the reinforcing steel cage is modified to produce acceptable results.

509.03.12 Concrete Placement. Place concrete within 1 hour after the shaft excavation is inspected and accepted. If this 1 hour limit is exceeded, remove the reinforcing cage to allow for reinspection as directed. The use of a tremie to place concrete is mandatory. Place concrete continuously from the bottom to the top elevation of the shaft. Concrete placement shall be continuous from the bottom elevation to the top of the shaft, and shall continue after the shaft excavation is filled until quality concrete is evident at the top of the shaft.

If casing is utilized, vibrate the concrete during withdrawal of the last 4.5 m (15 ft) of the casing. Keep the vibrator below the bottom of the casing during removal. Where steel casings have been used to support the excavation walls, withdraw the casing as the concrete is being placed within the limits previously specified in Subsection 509.03.08. Remove the steel liner in a manner so that the lower edge of the steel liner always remains a minimum of 1.5 m (5 ft) below the surface of the concrete being placed to prevent water or soil from entering the shaft excavation from below the bottom of the casing. Submit for approval, appropriate procedures and methods of withdrawal of steel liners to ensure that the concrete is not being lifted or contaminated as the steel liner is being withdrawn.

Do not exceed 3 hours from the beginning of concrete placement in the shaft to the completion of concrete placement. A longer placement time may be approved, when requested, provided that the supplied concrete mix maintain a slump of 100 mm (4 in.) or greater over the longer placement time. The slump test will be performed according to Subsection 509.02.01.

Pump debris, mud, water and contaminated concrete forced up during concrete placement directly into a truck for disposal unless alternate methods are approved.

Cure the top surface of the pile as prescribed in Subsection 501.03.09.

509.03.13 Tremies. Use tremies and concrete pumps for concrete placement. Use tremies consisting of a tube of sufficient length, weight, and diameter to discharge concrete at the shaft base elevation. Do not use a tremie having aluminum parts that will come into contact with the concrete. The tremie inside diameter shall be at least six times the maximum size of aggregate used in the concrete mix but shall not be less than 125 mm (5 in.). The inside and outside surfaces of the tremie shall be clean and smooth to permit both flow of concrete and unimpeded withdrawal during concreting. The wall thickness of the tremie shall be adequate to prevent crimping or sharp bends, which restrict concrete placement.

Use a watertight tremie for wet excavation concrete placement. Do not begin underwater or under-slurry concrete placement until the tremie is placed to the shaft base elevation. Keep the concrete completely separated from the water or slurry prior to the time it is discharged. Valves, bottom plates or plugs may be used for this purpose only if concrete discharge can begin within one tremie diameter of the base of the drilled shaft. Remove plugs from the excavation or provide plugs of an approved material which will not cause a defect in the shaft, if not removed. Construct the discharge end of the tremie to permit the free radial flow of concrete during placement operations. Immerse the tremie discharge end at least 1.5 m (5 ft) in concrete at all times after starting the flow of concrete. Maintain a continuous flow of concrete and keep the level of the concrete in the tremie above the level of slurry or water in the shaft at all times to prevent water or slurry intrusion into the shaft concrete.

If at any time during the concrete pour the tremie line orifice is removed from the fluid concrete column and/or discharges concrete above the rising concrete level, the shaft, as determined by the Engineer, will be considered defective. All costs of testing, mitigation and/or replacement of defective shafts shall be at no cost to the Department.

509.03.14 Inspection Report. Provide any assistance that may be required for the Engineer to prepare and submit daily reports for the complete drilled shaft construction program. The reports will include: logging all excavated soils, concrete quantities and rate of delivery, description of tools and drill rigs used and any changes necessitated by changing ground conditions, recording actual elevations at top and bottom of each drilled shaft, elevation of rock (if any), plumbness of casing and rebar cages, seepage of water, elevation of top and bottom of any casing left in place, any unusual conditions, and any other pertinent information deemed necessary.

509.03.15 Crosshole Sonic Log (CSL) Testing. All completed drilled shafts may be tested with a nondestructive testing (NDT) method called Crosshole Sonic Logging (CSL). CSL tests will be performed by an approved independent testing organization under a separate contract with the Department. Final approval for the first drilled shaft constructed for bridge foundations will be given within 10 days after placement of concrete. Concrete placement in subsequent bridge foundation shaft excavations will not be allowed until the first shaft has been approved.

For the purposes of the above tests, install tubes to permit access for the CSL test probes. The tubes shall have an inside diameter of 50 mm (2 in.) ± 6 mm ($^1/_4$ in.) and shall be constructed of ASTM D1785 Schedule 80 PVC plastic pipe. The tubes shall have a round, regular inside diameter free of defects or obstructions, including obstructions at any pipe joints, in order to permit the free, unobstructed passage of a 35 mm (1.375 in.) diameter or smaller source and receiver probes used for the CSL tests. The tubes shall be watertight, free from corrosion with clean internal and external faces to insure good bond between the concrete and the tubes. Fit the tubes with a watertight cap on the bottom and a removable watertight cap on the top.

Securely attach the CSL tubes at equal spacings along the interior circumference of the reinforcement cage of each drilled shaft or as shown in the plans. Install CSL tubes at least 0.9 m (3 ft) above the shaft top to within 25 mm (1 in.) of the actual drilled shaft tip elevation. Make any joints in the tubes watertight. Roughen up the surface of PVC CSL test pipes to reduce the potential of the test pipes de-bonding. Hand sand, using 50 grit sandpaper to de-gloss the PVC pipe. Take care to prevent damaging the tubes during reinforcement cage installation operations in the drilled shaft excavation. Fill the tubes with potable water as soon as possible after concrete placement (but no later than 2 hours) and cap the tube tops. Refer to Section 722 for water requirements.

If any shaft is determined to be unacceptable, submit a plan for remedial action for approval. Furnish satisfactory materials and work necessary, including engineering analysis and redesign, to mitigate shaft defects at no cost to the Department. Any modifications to the dimensions of the drilled shafts shown on the contract

plans caused by remedial action will require calculations and working drawings stamped by a Registered Professional Engineer licensed to practice in the State of Nevada. Drill a core hole in any shaft of questionable quality (as determined from the CSL test results or by observation of the Engineer) to explore the shaft condition. Use a coring method that provides complete core recovery and minimizes abrasion and erosion of the core (i.e., double or triple core barrels). If a defect is confirmed, the Contractor shall pay for all coring costs. If no defect is encountered, the State will pay for all coring costs, and compensation for the delay will be granted by an appropriate time extension and payment.

If the inspection equipment cannot pass through the full length of the inspection tube, core a 50 mm (2 in.) diameter hole through the concrete for the full length of the pile to replace the defective tube at own expense. Locate the core hole at a designated location.

After completion of the CSL testing and acceptance of the shaft foundation, cut off the testing tubes flush with the top of the shaft foundation. Fill all core holes and testing tubes with grout, from the bottom up. Grout according to Subsection 503.03.08.

509.03.16 Scheduling and Restrictions. After the first drilled shaft has been successfully constructed, make no significant change in construction methods, equipment, or materials to be used in the construction of such shafts unless approved. The first bridge foundation drilled shaft must be approved before proceeding with concrete placement in remaining shafts.

For a period of at least 24 hours after drilled shaft concrete has been placed, do not excavate adjacent shafts, do not place excessive wheel loads, and do not allow vibration to occur or be felt at any point within 3 m (10 ft) or 3 times the shaft diameter, whichever is greater, from the periphery of the drilled shaft.

Failure to satisfactorily perform the procedures described above may result in shut down of the construction operation and/or rejection of the drilled shaft. If the integrity of the drilled shaft is in question, employ core drilling, CSL, or other approved methods as directed. Backfill core-drilled holes with grout or mortar. Perform remedial measures as approved or as directed.

No compensation will be made for costs, losses or damages due to remedial work or any testing required on drilled shafts due to not meeting the requirements.

Do not cast pile caps or the footings of pier columns on the drilled shafts until at least 7 days have elapsed, or 80% of the compressive strength is obtained.

509.03.17 Load Testing. When the contract documents include static load testing of shafts, complete all load tests before construction of any production drilled shafts. Allow 5 working days after the last load test for the analysis of the load test data and final determination of base elevations, by the Engineer, before receiving authorization to proceed with the construction of production shafts. The number and locations of load tests will be as shown on the plans or as designated. Unless specified otherwise, load the test shafts to a maximum test load corresponding to failure. Failure is defined as a deflection of the shaft head equal to 5% of the shaft diameter.

Provide notification 10 days before conducting load tests.

Do not begin static load testing until the concrete has attained a compressive strength of 23.4 MPa (3,400 psi) as determined from cylinder breaks. Drilled shafts shall be load tested in the order as directed. Perform static load tests in compliance with ASTM D1143 for axial load testing, and ASTM D3966 for lateral load testing. Supply all equipment necessary to conduct the static test, including equipment to measure loads and deflections as shown on the plans. Design the loading frame apparatus to safely accommodate the maximum load to be applied.

Load cells will be required to measure applied load during the drilled shaft load tests. Provide load cells of adequate size to measure the maximum load applied to the shaft and equip with an adequate readout device. Before load testing begins, furnish a certificate of calibration for the load cell from an NDOT approved testing laboratory. The calibration shall have been completed for all ranges of proposed loading within the 6 months preceding the load tests. The certified accuracy of the load cell shall be within one percent of the true load.

After testing is completed, cut off the non production test shafts (and any reaction shafts) at an elevation 0.6 m (2 ft) below the finished ground surface. Remove and dispose the portion of the shafts that were cut off.

METHOD OF MEASUREMENT

509.04.01 Measurement. Drilled shafts will be measured by the linear meter (linear foot), measured from the top of shaft elevation to the bottom of shaft elevation. When bells are present the shaft will be measured to the bottom of the bell.

Exploration (Shaft Excavation) will be measured by the linear meter (linear foot), measured for the length explored.

Bell excavations will be measured by the each.

Load tests will be measured by the each.

BASIS OF PAYMENT

509.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Drilled Shaft Foundation (size)	Linear Meter (Linear Foot)
Bell Excavations	Each
Exploration (Shaft Excavation)	Linear Meter (Linear Foot)
Load Test	Each

SECTION 600

PIPE CULVERTS—TYPE OF MATERIAL OPTIONAL

DESCRIPTION

600.01.01 General. This work consists of furnishing and installing circular reinforced concrete, corrugated steel, corrugated aluminum, or plastic pipe and end sections. Use any of the alternate types of pipe where it is indicated on the plans that "(size) Culvert Pipe" and "(size) End Section" are acceptable, except plastic pipe shall be limited to a maximum size of 900 mm (36 in.) in diameter.

Furnish the same type of pipe and end sections at an individual location, except that plastic pipe may be connected to plastic or metal end sections. Make end section connection to plastic pipe according to the pipe manufacturer's recommendations.

Submit in writing, 2 weeks in advance of the preconstruction conference, the choice of the types of culvert pipe to be furnished. No changes will be allowed to the type of culvert pipe chosen.

The submittal shall include a detailed listing of each culvert installation. The listing shall include but not be limited to providing the location and alternate chosen, including type metal, plate thickness, size corrugations, class of concrete pipe, and end section(s) to be furnished.

All design features, quantities, etc., are based upon corrugated steel pipe with 68 mm ($2^2/_3$ in.) by 12.5 mm ($^1/_2$ in.) corrugations.

For corrugated steel and corrugated aluminum pipe, determine the plate thickness based on the design fill height and the appropriate fill height tables as shown on the plans. For reinforced concrete pipe, determine the class of concrete pipe based on the design fill height and the fill height table for concrete pipe shown on the plans.

MATERIALS

600.02.01 General. Material shall conform to the following Sections:

Pipe Culverts—General	Section 601
Reinforced Concrete Pipe	Section 603
Corrugated Metal Pipe and Metal Arch Pipe	Section 604
Plastic Pipe	Section 605

CONSTRUCTION

600.03.01 General. This work shall be governed by the type of pipe to be furnished and installed. Therefore, the applicable portions of Sections 601, 603, 604, and 605 shall apply.

Join plastic pipe sections by snap couplers, split couplers or spin-on couplers as recommended by the manufacturer.

METHOD OF MEASUREMENT

600.04.01 Measurement. Quantities shown on the plans are based on corrugated steel pipe. No adjustment of quantities will be made due to a different choice of materials.

Measurement shall conform to the requirements of Subsection 601.04.01.

BASIS OF PAYMENT

600.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
(size) Culvert Pipe	Linear Meter (Linear Foot)
(size) End Section	Each

SECTION 601

PIPE CULVERTS—GENERAL

DESCRIPTION

601.01.01 General. These specifications include general requirements that are applicable to all types of culvert pipes except structural plate pipe, irrespective of the material or culvert use.

This work consists of furnishing and installing pipe culverts, end sections, and headwalls.

The lengths shown on the plans are approximate. Do not order and deliver the culvert pipe until a list of sizes and lengths is furnished by the Engineer.

MATERIALS

601.02.01 General. Material shall conform to the following Section or Subsections:

Corrugated Steel Pipe	Subsection 709.03.01
Corrugated Aluminum Pipe	Subsection 709.03.03
Reinforced Concrete Pipe	Subsection 708.03.01
Nonreinforced Concrete Pipe	Subsection 708.03.02
Clay Pipe	Subsection 708.03.04
Plastic Pipe	Subsection 708.03.05
Grout and Mortar Sand	Subsection 706.03.04
Gaskets	Subsection 707.03.02
Portland Cement	Section 701

CONSTRUCTION

601.03.01 Earthwork. Excavation and backfill shall conform to Sections 206 and 207.

Bed pipe as shown in the plans. Use Class C bedding requirements unless specified otherwise. The lines and grades will be established.

The height of new embankments may be varied as directed before installing pipes in new embankments on a steep slope or in a difficult location.

601.03.02 Headwalls. Where shown on the plans, construct headwalls in connection with culvert pipes. Make the ends of the pipe flush with the headwall face. Construct headwalls according to Sections 501, 502, and 505.

601.03.03 End Sections. Excavate the bed for the end section to the required width and grade. For metal end sections with toe plates, excavate a trench for the toe plate in a manner to permit the toe plate to be against the inner face of the trench in its final position. After end sections have been properly secured to the pipe, backfill the trench and firmly compact.

Place the precast concrete end section with its tongue (or groove) fully entered in the groove (or tongue) of the pipe.

601.03.04 Jacked Pipes. Jack culvert pipe in place between the limits shown on the plans and conforming to the requirements of the respective Section for the pipe used.

The strength of pipe or wall thickness of pipe will be determined for vertical load only. Determine any additional reinforcement or strength required to withstand jacking pressure and furnish without additional compensation.

Do not exceed a variation from theoretical alignment and grade of more than 60 mm (0.2 ft) for each 6 m (20 ft) of pipe placed.

The diameter of the excavated hole shall not be more than 30 mm (0.1 ft) greater than the outside diameter of the pipe. Do not sluice and jet with water. When the material tends to cave in from outside these limits, use

a shield ahead of the first section of pipe or do not extend the face of excavation beyond the end of the pipe more than 0.5 m (1.5 ft).

Fill voids resulting from caving or excavating outside the above limits with sand or grout.

601.03.05 Laying Culvert Pipe. Lay culvert pipe according to the requirements of the respective Section for the type of pipe used.

601.03.06 Extending Existing Culverts. Extend existing culverts by the provisions for installing new culverts and the following additional provisions.

Furnish concrete, mesh and steel reinforcing, and epoxy as necessary to construct concrete collars for pipe extensions.

Leave existing headwalls in place or demolish, remove and dispose of as indicated on the plans. See Section 202.

Remove headwalls in such a manner as to prevent damage to the existing culvert. Repair or replace damaged culvert as directed.

METHOD OF MEASUREMENT

601.04.01 Measurement. The materials to be paid for under these specifications will be listed in the contract items by size, class, type, plate thickness, or whatever information is necessary for identification.

Culvert pipe will be measured by the linear meter (linear foot) of pipe. Pipes cut to fit a structure or slope, will be measured by the linear meter (linear foot) of pipe necessary to be placed before cutting. Furnish pipe in appropriate lengths so as to minimize the length to be cut after placement. Excessive pipe lengths cut after placement, as determined by the Engineer, will not be measured for payment.

Culvert pipe bends, wyes, tees, and other branches will be measured by the linear meter (linear foot) for the sizes of pipes involved. Wyes, tees, eccentric reducers, and other branches will be measured as pipe along centerline to the point of intersection.

Structure excavation, backfill, Portland cement concrete, and reinforcement required for headwalls, endwalls, structures, and other items of work required to complete the work, will be measured as separate items as provided for under their respective Sections of these specifications. Structure excavation and backfill will not be measured on end sections.

End sections will be measured by the each.

No separate measurement or payment will be made for constructing jacking pits and backfilling all pits after the pipe is jacked, nor for excavation and backfill between the limits shown on the plans for jacking the pipe. Full compensation therefore will be considered as included in the price paid for jacked pipe.

BASIS OF PAYMENT

601.05.01 Payment. The accepted quantities of culvert pipe, measured as provided above, will be listed under the respective Sections for the type of pipe used.

Full compensation for furnishing pipe with end finish, including distortion if required, will be considered as included in the price paid per linear meter (linear foot) for the pipe involved.

Full compensation for Class B and Class C bedding will be considered included in the price paid per cubic meter (cubic yard) for granular backfill.

Class A bedding will be paid for at the contract unit bid price per cubic meter (cubic yard) for Class A or AA concrete.

Provide for handling of whatever water is encountered at the site with no additional compensation allowed therefore.

SECTION 603

REINFORCED CONCRETE PIPE

DESCRIPTION

603.01.01 General. This work consists of furnishing and installing circular or oval shaped reinforced concrete pipe, siphons, and end sections.

MATERIALS

603.02.01 General. Material shall conform to Subsection 601.02.01 and the following requirements.

Circular reinforced concrete pipe shall conform to AASHTO M170 for the specified diameters and strength classes.

Oval reinforced concrete pipe shall conform to AASHTO M207 for the specified rise and span for either vertical or horizontal elliptical pipe classes.

Cement shall meet the requirements of ASTM C150. When using Type IP cement, the requirement that the pozzolan constituent be only fly ash, is waived.

When Subsection 501.02.01 of the Special Provisions requires the use of Type V cement for sulfate protection, use cement meeting the requirements specified therein. If sulfate protection is not required, cement may be Type II, Type V, or Type IP(MS).

Flared end sections (precast) shall conform to the details and dimensions shown on the plans and except for shape, shall conform to the requirements of this Section for reinforced concrete pipe.

Gaskets shall conform to Subsection 707.03.02.

Compose mortar of 1 part Portland cement and 2 parts mortar aggregate by volume. Add only enough water to permit placing and packing of the mortar.

Admixtures of hydrated lime, fire clay, diatomaceous earth, or other approved inert material may be used in the mortar to facilitate workability. Only add an approved amount of admixture.

CONSTRUCTION

603.03.01 General. Use construction methods conforming to Subsections 601.03.01 through 601.03.06, and the following requirements.

Carefully handle concrete pipe in unloading, transporting, and laying.

Do not lay pipe which is cracked, checked, spalled, or damaged. Pipes which show defects due to handling will be rejected at the site of the installation regardless of prior acceptance.

603.03.02 Earthwork. Where pipes are to be installed in new embankment (projection), construct the embankment to the required elevation as follows:

In the case of pipes 600 mm (24 in.) or less in diameter or rise, construct the roadway embankment to an elevation of 150 mm (6 in.) above the grade proposed for the top of the pipe, after which excavate the trench and install the pipe.

In the case of pipes more than 600 mm (24 in.) in diameter or rise, construct the roadway embankment to an elevation of 750 mm (30 in.) above the grade proposed for the bottom of the pipe, after which excavate the trench and install the pipe.

When pipe having bells is used, excavate cross trenches for the bells to prevent nonuniform loading of the joints. Make the cross trenches not more than 50 mm (2 in.) wider than the width of the bell.

603.03.03 Laying Culvert Pipe. Suitably mark pipe with elliptical reinforcing to clearly indicate the top and bottom of the pipe. Firmly place the first section of pipe at the outlet to the designated line and grade with

the groove end or bell end pointing upgrade. Completely fill all handling holes in the pipes with grout. Construct the joints by one of the following methods:

(a) Mortared Joints. Do not use mortar until the mortar aggregate has been approved. Use mortar with a consistency such as to adhere to the ends of the pipe while being laid and to be easily squeezed out of the joint when the pipe sections are pressed together. Use mortar within 30 minutes after the addition of water.

In advance of joining sections of pipe, wash clean the ends of each section with a wet brush. Thoroughly wet the ends immediately before placing mortar and joining the sections.

Check pipe sections for alignment and grade at the time of joining the sections. If an adjustment in alignment or grade is necessary after making the joint, firmly press additional mortar into the joint and then brush the internal and external surfaces of the joints.

Keep the interior of the pipe free of dirt, excess mortar, and other foreign material. Take up and relay any pipe which is not in true alignment or which shows any undue settlement after laying, or is damaged.

After the ends of the sections of pipe are cleaned and wetted, place mortar firmly into the lower half of the groove end of the previously laid section. Firmly place mortar on the top half of the tongue end of the section to be jointed. Snugly insert the tongue end into the groove end of the section previously laid. Use enough mortar to completely fill the joint.

Brush or point the interior joint. Firmly fill the external space between the ends of the jointed pipe from the outside with laying mortar.

When pipe with self-centering joints and without an inside pointing recess is furnished, lightly plaster or butter the inside shoulder of the groove end of each section with joining mortar. After placing mortar, firmly fit the pipe ends together in such a way as to center the joint and form a true flow line. Trowel or brush smooth the inside joints and remove excess mortar from the pipe. Fill the outside joint recesses with mortar.

When pipe with self-centering joints with both inside and outside pointing recesses is furnished, firmly fit the pipe ends together in such a way as to center the joint and form a true flow line. After fitting pipes together, firmly fill the inside joint recess with pointing mortar and then trowel or brush smooth and remove excess mortar from the pipe.

Backfill of the pipe trench may be completed while the joint mortar is still plastic. Should the joint mortar become set before backfilling, do not backfill until 16 hours after jointing the pipe sections. When the pipe is not backfilled while the mortar is plastic, cure the mortar according to Subsection 501.03.09.

Do not allow free water to come in contact with the pipeline until the mortar in the joints has set at least 24 hours.

(b) Gasketed Joints. Gasketed joints are mandatory for reinforced concrete pipe used in sanitary sewer lines.

Store gaskets in a clean place at 21 °C (70 °F) or less. Do not expose gaskets to the direct rays of the sun for more than 72 hours.

Lubricate gaskets requiring lubricant with the lubricant recommended by the manufacturer of the pipe.

Completely fill the outer and inner annular space between the laid pipe sections with mortar. Mortar will not be required if the space is 5 mm ($^3/_{16}$ in.) or less in width. Where reinforced concrete collars or bells are used at the pipe joints, mortar will not be required in the outer annular space. Brush mortar smooth and remove all surplus mortar from inside the pipe. The gasket shall be the sole element depended upon to make the joint watertight.

603.03.04 Siphons and Pressure Pipe. Lay reinforced concrete pipe used for siphons or pressure pipe according to the above provisions. Use only gasketed joints. Perform the following hydrostatic test before backfilling:

> Fill the pipe line with water at a hydrostatic head of 3 m (10 ft) above the highest point of the pipeline. Maintain the pressure head for a period of not less than 24 hours. Correct any visible leaks or other defects which develop during the test. Sweating that does not develop into a flow or drip will not be considered as leakage. Repeat the test until all leaks or other defects are eliminated.

METHOD OF MEASUREMENT

603.04.01 Measurement. Measurement shall conform to Subsection 601.04.01, and the following requirements.

Reinforced concrete pipe will be measured by the linear meter (linear foot).

Precast end sections will be measured by the each.

BASIS OF PAYMENT

603.05.01 Payment. Payment shall conform to Subsection 601.05.01, and the following requirements.

The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
(size) Reinforced Concrete Pipe (class)	Linear Meter (Linear Foot)
(size) Oval Reinforced Concrete Pipe (class)	Linear Meter (Linear Foot)
(size) Reinforced Conc. Siphon Pipe (class)	Linear Meter (Linear Foot)
(size) Reinforced Conc. Pipe (class) Jacked	Linear Meter (Linear Foot)
(size) Precast End Section	Each

SECTION 604

CORRUGATED METAL PIPE AND METAL ARCH PIPE

DESCRIPTION

604.01.01 General. This work consists of furnishing and installing corrugated metal pipe, corrugated metal arch pipes, and slotted corrugated metal pipe, and the relaying of old corrugated metal pipe and pipe arches.

MATERIALS

604.02.01 General. Material shall conform to Subsection 601.02.01, and the following requirements.

Corrugated metal pipe plate thickness determinations shown in the plans are based on steel pipe with 68 mm ($2^2/_3$ in.) by 13 mm ($^1/_2$ in.) corrugations as indicated on the plan sheet entitled, "Allowable Fill Heights for Steel Culverts."

The following pipes, conforming to the fill height tables shown in the plans, may be substituted for the 68 mm ($2^2/_3$ in.) by 13 mm ($^1/_2$ in.) corrugated steel pipe:

(a) Corrugated steel pipe with 75 mm (3 in.) by 25 mm (1 in.) or 125 mm (5 in.) by 25 mm (1 in.) corrugations.

(b) Helical rib lock seam pipe (steel or aluminum) with 19 mm ($^3/_4$ in.) by 19 mm ($^3/_4$ in.) ribs at 190 mm ($7^1/_2$ in.) or 19 mm ($^3/_4$ in.) by 25 mm (1 in.) ribs at 292 mm ($11^1/_2$ in.).

(c) Corrugated aluminum pipe with 68 mm ($2^2/_3$ in.) by 13 mm ($^1/_2$ in.), 75 mm (3 in.) by 25 mm (1 in.), or 150 mm (6 in.) by 25 mm (1 in.) corrugations.

Furnish the same type of pipe and end sections at each individual location. Fabricate the pipe and all accessories of the same material.

Plate thicknesses for coupling bands shall be as indicated in the plans.

Furnish metal end sections conforming to the details and dimensions shown on the plans and, except for shape, conforming to the requirements for corrugated metal pipe.

The following requirements pertain to the use of metal end sections:

(a) Finish the end of the new pipe with annular corrugations to conform to the metal end section.

(b) Use annular connector sections with new pipe.

(c) Use helical or annular connector sections to match existing pipe.

Ship and handle pipe in such a manner as to prevent bruising, scaling, or breaking of the galvanized coating. Repair any damaged galvanized coating in conformance with AASHTO M36. Repair may also be by thoroughly wire brushing the damaged area, removing all loose and cracked galvanized coating and painting with 2 coats of zinc oxide-zinc dust paint conforming to MIL-P-15145. Properly compound the paint in a suitable vehicle in the ratio of 1 part zinc oxide to 4 parts zinc dust by weight.

CONSTRUCTION

604.03.01 General. Use construction methods conforming to Subsections 601.03.01 through 601.03.06 and the following requirements.

604.03.02 Laying Culvert Pipe. Lay pipes upgrade. Lay pipe with outside laps of circumferential joints upgrade and longitudinal laps positioned other than in the invert. Place elongated pipes with major axis within 5° of vertical.

Join sections together with coupling bands bolted firmly in place.

Vertically elongate pipes 5% ± 1.25% before placement of fill. Elongate by approved jacking methods in the field or by prefabrication. Strutting of prefabricated elliptical pipe will not be required.

Strut uniformly from end to end of pipes where headwalls are not used. When headwalls are used, the amount of jacking and the length of struts may be reduced gradually under the side slopes of the embankment so that the ends of the pipe at the headwalls are circular. Leave the struts in place until the embankment is complete and compacted.

Lay pipes true to the designated line, grade, and camber. Fit and match pipes to form a smooth and uniform invert.

Use care in fitting sections of pipes together so that the joint openings will not be unnecessarily large.

604.03.03 Siphons. Close rivet and solder corrugated metal pipe for use as siphons and so fabricate as to require a minimum number of field connections. Space rivets on circumferential seams at approximately 63 mm ($2^1/_2$ in.) centers with a maximum spacing of 75 mm (3 in.). Solder the circumferential and longitudinal seams on the outside of the pipe where the edges of the sheets lap. Sweat solder into the joints by means of a torch properly regulated for the purpose. Do not use soldering irons on factory seams.

Siphons shall also conform to the requirements for corrugated metal pipe culverts of this Section.

Use approved watertight couplings for field joints. To permit coupling bands to fit snugly into the corrugated ends of the pipe, omit rivets in the longitudinal seam and adequately solder.

Clean the ends of the pipe and the bands and install the gasket or mastic sealant material.

Completely fill the siphon with water and repair any leaks before backfilling.

604.03.04 Slotted Drains. Place slotted corrugated metal pipe drains flush with the pavement surface as indicated on the plans. Install the slotted drain flush with the top of the dense graded bituminous surface before placing open-graded wearing course.

Saw cut pavement or cut pavement by approved means that will leave a clean, true vertical edge. Backfill the slotted drain with concrete as indicated on the plans. Place concrete neat (without forms) against the walls of the excavation.

METHOD OF MEASUREMENT

604.04.01 Measurement. Measurement shall conform to Subsection 601.04.01, and the following requirements.

Corrugated metal pipe will be measured by the linear meter (linear foot).

Metal end sections will be measured by the each.

Slotted corrugated metal pipe drain will be measured by the linear meter (linear foot). Structure excavation and concrete backfill will not be measured for payment on slotted corrugated metal pipe drains.

BASIS OF PAYMENT

604.05.01 Payment. Payment shall conform to Subsection 601.05.01, and the following requirements.

The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
(size) Corrugated Metal Pipe (*)	Linear Meter (Linear Foot)
(size) Corrugated Metal Pipe (*) Jacked	Linear Meter (Linear Foot)
(size) Corr. Metal Arch Pipe (*)	Linear Meter (Linear Foot)
(size) Corr. Metal End Section (type)	Each
(size) Corr. Metal Arch End Section (type)	Each
(size) Slotted Corr. Metal Pipe Drain (*)	Linear Meter (Linear Foot)

* Plate thickness

SECTION 605

PLASTIC PIPE

DESCRIPTION

605.01.01 General. This work consists of furnishing and installing plastic pipe.

MATERIALS

605.02.01 General. Material shall conform to Subsection 601.02.01, and the following requirements.

(a) General. Plastic pipe shall be corrugated polyethylene pipe conforming to the requirements of Subsection 708.03.05 (b). Only corrugated polyethylene pipe may be used unless otherwise specified in the Special Provisions.

Furnish the same type of pipe and end sections at each individual location. Fabricate the pipe and all accessories of the same material.

Design plastic pipe according to Section 18 "Soil Thermoplastic Pipe Interaction Systems" of AASHTO Standard Specifications for Highway Bridges, and to withstand a backfill dead load of 1,900 kg/m^3 (120 lb/ft^3) and an HS-20 live load, unless otherwise shown in the contract.

Furnish the manufacturer's installation recommendations before initiating placement of any pipe.

The dimensions of all pipe shall be as shown on the plans. Provide associated fittings that properly fit the pipe supplied. Provide pipe and fittings free from defects which would hinder their ability to function as designed.

(b) Corrugated Polyethylene Pipe. The stiffness requirements shall be according to AASHTO M294, unless otherwise shown in the contract. The nominal inside diameter tolerance shall be +3%; and –1.5% or –12.5 mm ($^1/_2$ in.), whichever is less.

Manufacture polyethylene end sections from high density polyethylene meeting ASTM D1248 and D3350 with 2% (minimum) carbon black. When the pipe is properly positioned, the end section shall require the invert of the pipe and the invert of the end section to be at the same elevation. The end section shall engage a minimum of 2 pipe corrugations and shall secure with a rod and nuts.

Use polyethylene end sections listed in the QPL.

CONSTRUCTION

605.03.01 General. Use construction methods conforming to Subsections 601.03.01 through 601.03.06 and the following requirements.

605.03.02 Laying Pipe.

(a) General. Pipe laying shall begin at the downstream end of the pipeline except for extensions of existing pipes. Place the bottom of the pipe in contact with the shaped bedding throughout its full length. Place the female ends or outside circumferential laps of pipes facing upstream such that a shingling effect is obtained. Place pipe with longitudinal laps or seams with the laps or seams at the sides.

Maintain the manufacturer's recommended minimum and maximum cover at all times unless otherwise shown in the contract. Section 18 "Soil Thermoplastic Pipe Interaction Systems" of the latest AASHTO Standard Specifications for Highway Bridges recommends minimum cover to be measured either below the top of a rigid pavement or the bottom of the flexible pavement to the top of the pipe.

Pipe will be inspected before any backfill is placed. Ensure that no rocks greater than 75 mm (3 in.) or other rigid or jagged material is present in the bedding material where pipe may be laid directly on it. Ensure that no "floating" occurs during installation of plastic pipe culverts. Take up and relay or replace pipe found to be out of alignment, unduly settled, or damaged.

Place the haunching and initial backfilling material completely under the pipe haunches and up each side in uniform layers not exceeding 150 mm (6 in.) in depth, with each layer carefully and uniformly tamped. The minimum cover for wheel or hydro hammer loads is 600 mm (24 in.).

(b) Polyethylene Pipe. Firmly join pipe by coupling bands. Coupling bands shall engage an equal number of corrugations on either side of the pipe joint. Bands which do not fit snugly to the pipe ends will be rejected and shall be replaced.

If coupling bands prove to be inadequate by exhibiting excess flexure or separation at the joints, increase the width of the couplings or replace the pipe with an alternate type of culvert material.

605.03.03 Deflection Testing. Perform the following deflection testing only if required in the Special Provisions.

Test installed plastic pipe to ensure that vertical deflections do not exceed 5%. Maximum allowable deflections shall be governed by the mandrel requirements stated herein. Conduct deflection testing in the presence of the Engineer.

Perform deflection tests no sooner than 30 days after installation and compaction of backfill. Clean and inspect the pipe for offsets and obstructions before testing.

For pipe 900 mm (36 in.) and less in diameter, pull a mandrel through the pipe by hand to ensure that maximum allowable deflections have not been exceeded. The mandrel shall be approved before use. Use of an unapproved mandrel or a mandrel altered or modified after approval will invalidate the test. If the mandrel fails to pass, the pipe is over deflected.

Unless otherwise permitted, uncover over deflected pipe and, if not damaged, reinstall. Do not reinstall damaged pipe, but remove and replace with new pipe. Remove and replace any pipe subjected to any method or process other than removal, which attempts, even successfully, to reduce or cure any over deflection, with new pipe.

The mandrel shall be a rigid, nonadjustable, odd-numbered legged (minimum 9 legs) mandrel having a length not less than its nominal diameter. The minimum diameter at any point shall be 5% less than the nominal diameter of the pipe being tested. The mandrel shall be fabricated of steel, fitted with pulling rings at each end, stamped or engraved on some segment other than a runner with the nominal pipe size and mandrel outside diameter, and furnished in a suitable carrying case.

For pipe larger than 900 mm (36 in.) in diameter, determine deflection by an approved method. If a mandrel is selected, the minimum diameter, length, and other requirements shall conform to the above requirements.

605.03.04 End Sections. Polyethylene End Sections. Excavate a trench for the toe trough in a manner to permit the toe trough being against the inner face of the trench when the end section is in its final position. Properly secure the end section to the pipe and backfill this trench with concrete in the trough up to the level of the flowline, a minimum of 200 mm (8 in.) wide by 150 mm (6 in.) deep, along the entire length of the trough.

METHOD OF MEASUREMENT

605.04.01 Measurement. Measurement shall conform to Subsection 601.04.01, and the following requirements.

Plastic pipe and polyethylene pipe will be measured by the linear meter (linear foot).

Plastic end sections and polyethylene end sections will be measured by the each.

BASIS OF PAYMENT

605.05.01 Payment. Payment shall conform to Subsection 601.05.01, and the following requirements.

The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
(size) Plastic Pipe	Linear Meter (Linear Foot)
(size) Polyethylene Pipe	Linear Meter (Linear Foot)
(size) Plastic End Section	Each
(size) Polyethylene End Section	Each

SECTION 606

STRUCTURAL PLATE CULVERTS

DESCRIPTION

606.01.01 General. This work consists of furnishing and installing structural plate pipe, arches, and pipe arch culverts.

MATERIALS

606.02.01 General. Material shall conform to Subsections 709.03.06 or 709.03.07. Where an existing structural plate culvert is to be extended or otherwise modified, fabricate the plates and all accessories of the same material (steel or aluminum) as the existing.

The required thickness of the plates for each structure shall be specified in the contract documents. The thickness specified is for steel plate, aluminum plate of equivalent strength may be substituted. The bottom plates for structural plate pipes and pipe arches shall be the next plate thickness larger than the thickness specified for the top and side plates. When 7.11 mm (0.280 in.) plate thickness is specified, the bottom plates shall also be 7.11 mm (0.280 in.).

Ship and handle plates in such a manner as to prevent bruising, scaling, or breaking of the galvanized coating. Repair any damaged galvanized coating according to Subsection 604.02.01.

Design the aluminum structural plate pipe according to the AASHTO Standard Specifications for Highway Bridges, latest edition and supplements thereto. Submit for approval 2 copies of the design notes, details, and all backup information relative to the adequacy of the design.

The lengths and sizes shown in the plans are approximate. Do not order and deliver the plates until a list of sizes and lengths is furnished by the Engineer.

CONSTRUCTION

606.03.01 Earthwork. Excavation and backfill shall conform to Sections 206 and 207.

Lay the pipe in a trench excavated to the established lines and grades. Grade and prepare the bottom of the trench to provide full contact with the pipe throughout its entire length.

The height of new embankments may be varied as directed before installing pipes in new embankments on a steep slope or in a difficult location.

When the pipe is laid in rock, hard clay, shale, or other hard material, excavate and replace a space below the pipe with a bed of compacted sand or compacted earth fill.

The depth of the sand or compacted fill below the pipe shall not be less than one-third the inside diameter of the pipe with a minimum of 100 mm (4 in.) and a maximum of 300 mm (12 in.) with the exception that an extra 40 mm shall be added for every meter ($^1/_2$ in. for every foot) the trench exceeds 5 m (16 ft) in depth. Extend this bed at the sides of the pipe at least a distance of one-fourth the outside width of the pipe.

606.03.02 Field Inspection. Furnish an itemized statement of the number and length of the plates in each shipment by the manufacturer. Furnish single plates in standard sizes to permit structure length increments of 600 mm (24 in.). If 25% or more of the plates in any shipment fail to conform to these specifications, the entire shipment may be rejected.

606.03.03 Assembling. Provide a copy of manufacturer's assembly instructions before assembly. The instructions shall show the position of each plate and assembly order.

Assemble the structural plate structures according to the manufacturer's assembly instructions. Hold the unsupported edges of all plates in position by temporary props. Extend each row of side plates far enough to support the plate above until the first complete ring has been assembled. Progressively install a sufficient number of bolts to hold the plates in position. Do not tighten bolts until tightening will not interfere with the adjustment and matching of additional plates and sections. Exercise care in the use of drift pins or pry bars to pre-

vent chipping or injury to the galvanized or other protective coating. Repair damaged coatings as set forth in Subsection 604.02.01. After all plates are in place, progressively and uniformly tighten the bolts from one end of the structure. Repeat the tightening operation to be sure that all bolts are tight. Torque bolts to a minimum of (a) 135 N·m (100 ft-lb) for plates of 4.78 mm (0.188 in.) and lighter, and (b) 200 N·m (145 ft-lb) for plates of 5.54 mm (0.218 in.) and heavier. Recheck and retighten as necessary just before backfilling.

Install the elliptical-shaped pipes with their long diameter vertical. Install pipe arches with their span width horizontal.

606.03.04 Strutting. When specified, timber strut vertically 3% out of round structural plate pipes, which are not fabricated out of round before erection, before placement of the embankment.

Deform the pipe to the required degree by means of suitable jacks by approved methods. A tolerance of 25% above or below the specified elongation will be permitted.

Uniformly strut the entire length of the pipe. Leave the struts in place until the embankment is complete and compacted, unless otherwise ordered.

In lieu of strutting, structural plate pipe may be furnished with the vertical axis fabricated out of round 5% of the nominal diameter. A tolerance of 25% above or below the specified elongation will be permitted. Make the elongation by approved shop methods. Satisfactorily repair or replace any coating damaged or destroyed.

606.03.05 Workmanship. The completed culvert shall show careful, finished workmanship in all particulars. Structural plates which show defective workmanship will be rejected. The presence of any of the following defects in any individual culvert plate, or in general in any shipment, shall constitute sufficient cause for rejection:

(a) Uneven laps.

(b) Variation from a straight centerline.

(c) Ragged edges.

(d) Loose, unevenly lined, or spaced bolts.

(e) Bruised, scaled, or broken galvanized coating. (See Subsection 604.02.01 for repair)

(f) Dents or bends in the metal itself.

606.03.06 Headwalls and Footings. Where shown on the plans, construct headwalls in connection with structural plate pipe. Make the ends of the pipe flush with the headwall face.

Construct footings in connection with structural steel arches. Rest each side of the structural plate arches on a galvanized metal angle or channel bearing, securely anchored to the footing and capable of resisting the arch thrust without damage to said angle or channel.

Construct headwalls and footings according to Sections 501 and 502.

606.03.07 Extending Existing Structural Plate Culverts. When extending existing structural plate culverts, make the connection of the old and new sections by punching any necessary bolt holes, furnishing bolts, nuts and washers, changing location of individual plates, and any other work required in the completion of the connection. Where an existing headwall is in place, completely remove the headwall according to Section 202.

METHOD OF MEASUREMENT

606.04.01 Measurement. Structural plate pipe, arches, or pipe arches will be measured by the linear meter (linear foot). The number of linear meters (linear feet) shall be the average of the top and bottom centerline lengths for structural plate pipe or pipe arches.

Structure excavation, backfill, Portland cement concrete and reinforcement required for headwalls, footings, structures, and other items required to complete the work will be measured and paid for under their respective Sections of these specifications.

BASIS OF PAYMENT

606.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Provide for handling whatever water is encountered at the site with no additional compensation allowed therefore.

Payment will be made under:

Pay Item	Pay Unit
(size) Structural Plate Pipe	Linear Meter (Linear Foot)
(size) Structural Plate Pipe Arch	Linear Meter (Linear Foot)
(size) Structural Plate Arch	Linear Meter (Linear Foot)

SECTION 607

UNDERDRAINS

DESCRIPTION

607.01.01 General. This work consists of constructing underdrains using pipe and drain backfill.

MATERIALS

607.02.01 General. Material shall conform to the following Subsections and Section:

Corrugated Steel Pipe for Underdrains	Subsection 709.03.04
Perforated Concrete Pipe	Subsection 708.03.03
Clay Pipe	Subsection 708.03.04
Corrugated Aluminum Pipe for Underdrains	Subsection 709.03.05
Drain Backfill	Subsection 704.03.01
Corrugated Polyethylene Pipe	Subsection 708.03.05 (b)
Grout and Mortar Aggregate	Subsection 706.03.04
Portland Cement	Section 701

Underdrains may be corrugated steel, corrugated aluminum, concrete, clay, or corrugated polyethylene pipe.

Assemble each separate underdrain installation from one material only. Metal pipe plate wall thickness shall be 1.6 mm (16 gage) for steel and 1.5 mm (16 gage) for aluminum unless otherwise noted on the plans.

Submit in writing, 2 weeks in advance of the preconstruction conference, the type of underdrain pipe to be furnished. No changes will be allowed to the type of material chosen.

The lengths shown on the plans are approximate. Do not order and deliver the pipe until a correct list of sizes and lengths is furnished by the Engineer.

Ship and handle pipes in such a manner as to prevent bruising, scaling, or breaking. Repair any damaged galvanized coating according to Subsection 604.02.01. Do not lay any pipe which is cracked, checked, spalled, or damaged.

CONSTRUCTION

607.03.01 Earthwork. Excavation and drain backfill shall conform to Sections 206 and 209 respectively with the following modifications:

(a) Excavate trenches to the dimensions and grade required. Place a minimum 75 mm (3 in.) bedding layer of drain backfill material in the bottom of the trench for its full width and length.

(b) Fill the space below the pipe with the drain backfill throughout its entire length, and bring to a uniform grade.

(c) If an item for grouting drain backfill is shown in the proposal, cover drain backfill with a thick grout not less than 25 mm (1 in.) in thickness. Compose the grout of 1 part Portland cement and 5 parts grout aggregate, by volume. Mix grout materials to a suitable consistency. Use grout within 30 minutes after the addition of water. Thoroughly tamp grout to provide an impervious layer over the entire surface of the drain backfill.

607.03.02 Laying Pipes. Lay bell and spigot concrete or clay pipe upgrade with the bell end upgrade and the spigot end not quite fully entered in the adjacent bell. Lay pipe true to line and grade with a uniform bearing under the full length of the barrel. Cover the pipe joints with 2 ply tar paper strips not less than 150 mm (6 in.) in width and of sufficient length to permit the ends to be turned outward and laid flat on the bottom course of drain backfill on either side of the pipe for a distance of 75 mm (3 in.).

When pipe does not have perforations around the full circumference, lay with the perforations at the bottom of the pipe. Firmly bed the pipe throughout its length.

Join metal pipe sections with band couplers. Join corrugated polyethylene pipe sections by snap couplers, split couplers or spin-on couplers as recommended by the manufacturer.

Join concrete and clay pipe sections with external bands of mortar placed around the pipe joints as herein specified. Join several sections of pipe before commencing banding operations, but do not let the placing of external bands be more than 5 lengths of pipe behind joining operations.

Immediately in advance of placing external band mortar, thoroughly clean and wet the external surface of the pipe sections at the joint to insure proper bonding of the band mortar with the pipe. Exercise care to make a union between the band and the mortar which was placed under the joint before the pipe sections were abutted. Make the band not less then 13 mm (0.5 in.) thick at the pipe joint and approximately 100 mm (4 in.) wide, overlapping the abutting ends of the pipe sections approximately 50 mm (2 in.). The edges of the band shall adhere to the pipe surface to prevent peeling. Finish in a workmanlike manner.

Lay pipe with all ends firmly joined. After inspection and approval of the pipe installation, backfill the trench.

METHOD OF MEASUREMENT

607.04.01 Measurement. Quantities shown on the plans are based on corrugated metal pipe. No adjustment of quantities will be made due to use of other types of pipe.

Underdrain pipe will be measured by the linear meter (linear foot). Bends, wyes, tees, and other branches will be measured as pipe along centerlines to the point of intersection.

Grouted drain backfill will be measured by the linear meter (linear foot) along the longitudinal axis of the drain.

Structure excavation and drain backfill will be measured and paid for as separate items as provided in Sections 206 and 209.

BASIS OF PAYMENT

607.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Provide for handling whatever water is encountered at the site with no additional compensation allowed therefore.

Payment will be made under:

Pay Item	Pay Unit
(size) Perforated Pipe	Linear Meter (Linear Foot)
(size) Nonperforated Pipe	Linear Meter (Linear Foot)
Grouting Drain Backfill (width)	Linear Meter (Linear Foot)

SECTION 608

DOWNDRAINS

DESCRIPTION

608.01.01 General. This work consists of furnishing and installing embankment protectors, anchor assemblies, metal end sections and riprap.

Lengths of downdrain pipe shown on the plans are approximate. Do not order and deliver the downdrain pipe until it is staked in the field and a list of lengths and pipe angles is furnished by the Engineer.

MATERIALS

608.02.01 General. Material shall conform to the following Sections and Subsections:

Corrugated Steel Pipe	Subsection 709.03.01
Corrugated Aluminum Pipe	Subsection 709.03.03
Corrugated Polyethylene Pipe	Subsection 708.03.05 (b)
Corrugated Steel Pipes for Downdrain	Subsection 709.03.03
Riprap	Section 610
Portland Cement Concrete	Section 501
Reinforcing Steel	Section 505

Downdrain pipe may be corrugated steel, corrugated aluminum, or corrugated polyethylene pipe.

Metal pipe plate thickness shall be 1.6 mm (16 gage) for steel and 1.5 mm (16 gage) for aluminum unless otherwise noted on the plans.

Except as hereinafter provided, assemble each separate downdrain installation from one material only. Electrically insulate anchor assemblies used with an aluminum installation. Connect polyethylene corrugated pipe to metal end sections according to the manufacturer's recommendations.

Repair any damaged galvanized coating on corrugated steel parts according to Subsection 604.02.01.

Metal end sections shall conform to the details and dimensions shown in the plans and, except for shape, shall conform to the requirements for corrugated metal pipe.

Metal grates and frames shall conform to of Section 609.

CONSTRUCTION

608.03.01 General. Structure excavation and backfill shall conform to Sections 206 and 207.

Construct concrete inlet structures according to Sections 501 and 502.

Construct riprap outlet basin as shown in the plans.

Connect the embankment protector pipe sections by means of band couplers. Connect polyethylene pipe sections by means of snap couplers, split couplers or spin-on couplers as recommended by the manufacturer.

METHOD OF MEASUREMENT

608.04.01 Measurement. Embankment protectors, metal end sections, and anchor assemblies will be measured by the each.

Downdrain pipe will be measured by the linear meter (linear foot).

Structural steel grates for embankment protectors will be measured and paid for according to Section 609.

Pipe elbows, wyes, tees, and other branches will be measured and paid for by the linear meter (linear foot) for the size and type of pipe involved. Wyes, elbows, tees, and other branches will be measured as pipe along centerlines to the point of intersection.

Structure excavation, granular backfill, and riprap shall be considered as included in the price paid for other items of work in this Section, and no separate payment will be made therefore.

BASIS OF PAYMENT

608.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Embankment Protector (type)	Each
Anchor Assembly (size)	Each
(size) Downdrain Pipe	Linear Meter (Linear Foot)
(size) Metal End Section	Each

SECTION 609

CATCH BASINS, MANHOLES, AND INLETS

DESCRIPTION

609.01.01 General. This work consists of constructing or reconstructing catch basins, manholes, inlets, and similar structures.

MATERIALS

609.02.01 General. Material shall conform to the following Sections and Subsections:

Portland Cement Concrete	Section 501
Reinforcing Steel	Section 505
Miscellaneous Metals	Section 712
Gray Iron Castings	Subsection 712.03.02
Grout and Mortar Aggregate	Subsection 706.03.04

Portland cement concrete shall be Class A or Class AA unless otherwise provided.

Concrete for concrete collars placed around manholes, valves, covers, etc., shall be a fast-setting concrete when required as specified in Subsection 609.03.02. Use fast-setting concrete products listed in the QPL.

Mix mortar for setting grates in the proportions of 1 part Portland cement to 3 parts of mortar aggregate by volume. Add only enough water to permit placing and packing of the mortar.

Supply castings true to pattern in form and dimensions, free from pouring faults, sponginess, cracks, blow holes, and other defects in positions affecting strength and value for the service intended. Boldly fillet at angles and make sharp and perfect arrises in castings. Sand blast or otherwise effectively clean castings of scale and sand so as to present a smooth, clean, and uniform surface.

Pipe crossbars for drop inlets shall be standard weight black pipe conforming to ASTM A53.

Structural steel for grates and frames for drop inlets shall conform to AASHTO M183 (ASTM A36).

Do not paint or galvanize grates, frames, or castings.

CONSTRUCTION

609.03.01 General. Construct catch basins, inlets, and manholes according to Section 502. Place inlet and outlet pipes before pouring concrete.

Precast catch basins, manholes, and inlets that require the diversion of public traffic during their construction. Do not begin excavations required for such structures until the structures have been precast, cured, and are ready for installation. Once installation has been commenced, continuously work on a working day by working day basis thereon until such time as public traffic is allowed the use of the area as approved.

For restrictions on when to construct manholes, drop inlets, or catch basins to final grade see Subsection 613.03.06.

Set grates in full mortar beds or otherwise secure as shown on the plans. Set grates accurately to the final elevations. Construct concrete covers to fit snugly and be readily removable.

Extend pipe for inlet or outlet connections through the walls and beyond the outside surfaces of the walls a sufficient distance to allow for connections. Make joints waterproof around the outer surfaces of such pipe.

Commercially prefabricated frames and grates of equal or greater capacity and strength may be substituted for the design shown on the plans for drop inlets provided prior approval is obtained in writing.

Matchmark frames and grates in pairs before delivery to the work. Grates shall fit into their frames without rocking.

Where pipe grates are designated for use, substitution of other type grates will not be permitted.

609.03.02 Adjusting Catch Basin, Manhole, and Inlet Covers. Adjust existing catch basin, manhole, inlet covers, valve and meter covers, etc., where indicated on the plans and as directed. The concrete collar required for adjusting covers is shown on Standard Plan Sheet R-4.7.3.

Prior to paving, when adjusting by Method A, or lowering covers, when adjusting by Method B, document offset ties to all utility covers to be adjusted. Include sufficient detail to ensure recovery of these locations following paving operations. Submit this documentation on a daily basis prior to paving and cover lowering operations. Clearly mark cover locations on the new surface immediately following paving operations and maintain these marks until the adjustments are complete.

Adjust by the following methods:

Method A. Use this method when removal of the existing pavement by cold milling is not required. Pave over the cover. Once all paving is completed, locate and adjust the cover to the final finished pavement level. Prevent paving materials from entering any openings in the cover.

Method B. Use this method when removal of the existing pavement by cold milling is required. Before cold milling, lower the cover sufficiently to accommodate the required pavement removal depth. If the lowered cover presents a hazard to public safety, provide protection therefrom in an approved manner. In lieu of replacing a manhole cover, use a steel plate of sufficient width and a minimum thickness of 16 mm ($^5/_8$ in.) to cover the lowered manhole. Once pavement removal has been completed, and the new pavement placed and completed, locate and adjust the cover to the final pavement level. Prevent existing or new paving materials from entering any openings in the cover.

Method C. Use this method of adjustment outside the areas described in Methods A and B of this Subsection. Adjust covers to the required elevation.

Adjusting covers, including frames, grates, or lids, to the required elevation by the above methods shall require removing such existing covers and adjusting the top of the existing structures by removing or adding concrete, brick masonry, or concrete block masonry, as the case may be, and reinstalling the fixtures firmly in place.

Thoroughly compact the base or backfill material under the concrete collars around manholes and valves to not less than 90% of maximum density as determined by Test Method No. Nev. T101. The in-place density will be determined by Test Method No. Nev. T102 or T103.

The use of fast-setting concrete in lieu of Class A or Class AA concrete for concrete collars on adjusting covers by Method A or B may be required by the Engineer if the traveled way must be opened to traffic within a short period of time.

Do not place traffic on concrete collars until the compressive strength of the concrete has reached a minimum of 14 MPa (2,000 psi), as measured by Test Method ASTM C39.

Use the fast-setting concrete according to the manufacturer's recommendations. Furnish a copy of the manufacturer's installation recommendations before beginning the installation.

Repair any cracks which occur in the fast-setting concrete.

Perform adjustments to meet the straightedge requirements of Subsection 402.03.05.

609.03.03 Clean Out. Thoroughly clean all catch basins, manholes, inlets, and similar structures of any accumulations of silt, debris, or foreign matter of any kind. Also remove any such accumulations at the time of final inspection.

609.03.04 Earthwork. Structure excavation and backfill shall conform to Sections 206 and 207.

METHOD OF MEASUREMENT

609.04.01 Measurement. Castings and structural steel grates will be measured by the kilogram (pound). The mass of castings will be computed from the dimensions shown on the approved shop drawings, based on a cast iron mass of 7,200 kg/m^3 (450 lb/ft^3), with an allowance of 10% for fillets and overrun. The mass of structural steel grates will be computed from the dimensions shown on the approved shop drawings, according to Section 506. Certified shop masses will be acceptable in lieu of computed masses.

Pipe crossbars and straps for drop inlets will be included in the measurement by the kilogram (pound) for structural steel grates.

Adjusting covers will be measured by the each.

Precast manholes will be measured by the each.

Structure excavation, backfill, Portland cement concrete, and reinforcing steel used in new structures of catch basins and inlets will be measured and paid for as separate items as provided for under their respective Sections of these specifications.

Drop inlets will be measured by the each or measured and paid by the separate items as provided for in the proposal.

BASIS OF PAYMENT

609.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Castings	Kilogram (Pound)
Structural Steel Grates	Kilogram (Pound)
(size) Precast Reinforced Concrete Manhole (type)	Each
Adjusting Covers (method)	Each
Drop Inlets (type)	Each

SECTION 610

RIPRAP

DESCRIPTION

610.01.01 General. This work consists of furnishing and placing riprap (with or without grout) and riprap bedding.

MATERIALS

610.02.01 General. Material shall conform to the following Sections and Subsections:

Water	Section 722
Portland Cement	Section 701
Grout and Mortar Sand	Subsection 706.03.04
Stone for Riprap	Subsection 706.03.05
Stone for Grouted Riprap	Subsection 706.03.06
Aggregate for Riprap Bedding	Subsection 706.03.07

When approved, waste concrete slabs may be substituted for the above-designated riprap stone. The concrete shall be sound and the slabs shall meet the size requirements as specified for stone.

Compose grout of 1 part Portland cement and 3 parts grout aggregate by volume.

CONSTRUCTION

610.03.01 Earthwork. Make surfaces to be protected by riprap free of brush, stumps and other objectionable materials and dress to a smooth surface. Remove any soft or spongy material as directed and replace with approved native material. Compact filled areas as specified for embankments in Section 203. Excavations for riprap beds shall conform to Sections 203 and 206. Excavations for trenches, footings, cutoff walls, etc., shall conform to Section 206. Gradation and compaction requirements on backfill will not apply.

When shown on the plans, place a bedding layer or filter on the prepared surface as specified before the riprap is placed.

610.03.02 Riprap. Place stone for riprap on the prepared surface by hand or mechanical means in a manner which will produce a well graded mass of stone with a minimum practicable percentage of voids. Place the stone so as to be in close conformity with the details shown on the plans. Place riprap to its full course thickness in one operation and in such a manner as to avoid displacement of the underlying material. Do not place riprap in layers, or by dumping into chutes, or by similar methods likely to cause segregation.

Produce a fairly compact riprap course in which all sizes of material are evenly distributed and placed in their proper proportions. Hand placement or rearrangement of individual stones by mechanical equipment may be required to secure the results specified.

Replace any material displaced by any cause to the lines and grades shown on the plans at no additional cost to the Department.

610.03.03 Grouted Riprap. Place stone by hand or mechanical means that will produce a well graded, uniform rock blanket in close conformity with the details shown on the plans. The finished face shall present an even, tight surface. The rock to be grouted shall be basically free of fines in order that penetration of the grout can be achieved. Wet the rock immediately prior to commencement of the grouting operation. Fill the space between the stones with grout to the depth specified. Use sufficient grout of a consistency to completely fill all voids, except leave face stones exposed to $^1/_4$ to $^1/_3$ their depth. Transport the grout to the place of final deposit by use of chutes, tubes, buckets, pneumatic equipment, or any other mechanical method which will control segregation and uniformity of the grout. Use spading and rodding where penetration is achieved by gravity flow into the interstices.

Cure the grouted surface as specified in Subsection 501.03.09 for a period of at least 3 days.

610.03.04 Riprap Bedding. Uniformly place the riprap bedding material on the prepared surface by hand or mechanical means in a manner which will produce a well graded mass of material with the minimum practicable percentage of voids. Place the bedding so as to be in close conformity with the details shown on the plans. Place riprap bedding to its full course thickness in one operation and in such a manner as to avoid displacement of the underlying material. Do not place riprap bedding in layers, or by dumping into chutes, or by similar methods likely to cause segregation.

Produce a fairly compact riprap bedding layer in which all sizes of material are evenly distributed and placed in their proper proportions.

Replace any material displaced by any cause to the lines and grades shown on the plans at no additional cost to the Department.

METHOD OF MEASUREMENT

610.04.01 Measurement. Riprap and riprap bedding will be measured by the cubic meter (cubic yard).

Excavations for riprap beds will be measured and paid for according to Sections 203 and 206. Structure excavation for riprap trenches, footings, cutoff walls, etc., will be measured and paid for according to Section 206. Backfill shall be considered as included in the price paid for structure excavation and no separate payment will be made therefore.

BASIS OF PAYMENT

610.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Riprap (class)	Cubic Meter (Cubic Yard)
Grouted Riprap	Cubic Meter (Cubic Yard)
Riprap Bedding (class)	Cubic Meter (Cubic Yard)

SECTION 611

CONCRETE SLOPE PAVING

DESCRIPTION

611.01.01 General. This work consists of constructing concrete slope paving.

MATERIALS

611.02.01 General. Material shall conform to the following Section or Subsection:

Portland Cement Concrete .....Section 501
Grout and Mortar Aggregate .....Subsection 706.03.04

Concrete shall be Class A or Class AA concrete as shown in the proposal. Class D may be substituted for Class A concrete or Class DA may be substituted for Class AA concrete.

In addition to the requirements of Subsection 501, include the proposed fibers to be used in the trial batches for mix design approval except as follows:

For concrete slope paving quantities of 30 m^3 (40 yd^3) or less, the addition of fibers in the trial batches for mix design approval is waived.

Follow the manufacturer's recommendation for the addition of Type I and Type II fibers. For Type III synthetic or polypropylene fibers, add at a rate of 0.89 kg/m^3 (1.5 lb/yd^3) of concrete.

Header boards consisting of 38 mm by 89 mm (Standard 2 x 4) redwood lumber shall be commercial grade heart redwood, S4S.

Nails used in construction of header boards shall be commercial quality galvanized nails.

611.02.02 Fibrous Concrete Reinforcement.

(a) Fiber Types. The fiber reinforcement shall conform to the classifications of Type I Steel Fiber, Type II Glass Fiber, or Type III Synthetic Fiber as described in ASTM C1116.

Select steel fibers, glass fibers, or synthetic fibers with physical and chemical properties recommended in ACI 544.1R.

(b) Certificates. Ascertain that all required tests have been made by approved testing laboratories. Furnish a written certification that all required tests have been satisfactorily completed and that the materials and fabrication thereof comply with all the requirements.

CONSTRUCTION

611.03.01 Earthwork. Form the subgrade for paved ditches and slope paving by excavating to the required depth below the prepared finish surface grade.

Compact the subgrade to a relative density of at least 95% as determined by Test Method No. Nev. T101, T102, or T103. Remove any soft, spongy, or other unsuitable material to such depth as directed and backfill with suitable material and compact. Sprinkle water on the subgrade during compaction. Sufficiently moisten the subgrade before placing concrete to prevent absorption.

Excavations for slope paving, trenches, footings, cutoff walls, etc., shall conform to Sections 203 and 206. Gradation and compaction requirements on backfill will not apply.

611.03.02 General. Install header boards to conform to the grades of the slope paving, to the dimensions, spaces, and layout shown on the plans.

Hold header boards in position with stakes of suitable size and length as shown on the plans.

Add integral color pigment to all concrete or mortar surfaces for slope paving, except that used in ditch lining. The color pigment shall consist of a synthetic mineral oxide specifically manufactured for coloring con-

crete. Obtain the integral concrete coloring by mixing the pigment material with the Portland cement, aggregates, fibers, and water in a sequence and by methods that will result in a uniform mixture.

The color of the finished slope paving surfaces shall conform to Federal Standard Color No. 30324 as shown in Table I of Federal Standard No. 595B. Minor deviations in color and tint will be acceptable.

Add fibrous concrete reinforcement to concrete materials at the time the concrete is batched in amounts in accord with the approved mix designs for slope paving. Mix concrete in strict accord with fiber reinforcement manufacturer's instructions and recommendations for uniform and complete distribution.

Before placing slope paving, construct sufficient test panels of at least 1.2 m (4 ft) by 1.8 m (6 ft) for approval of the proper color and texture. Construct the panels at the construction site and place by the method to be used in placing slope pavement.

Tamp concrete, after spreading, until it is thoroughly compact and mortar flushes to the surface. If the slope is too steep to permit the use of concrete sufficiently wet to flush with tamping, the concrete may be tamped until consolidated and a mortar surface 6 mm ($^1/_4$ in.) thick troweled on immediately. The mortar shall consist of 1 part Portland cement and 3 parts of mortar aggregate by volume. The mortar surface shall be considered as a part of the concrete.

After striking off to grade, hand float the concrete with wooden floats not less than 100 mm (4 in.) in width and not less than 750 mm (30 in.) in length. Take care to prevent rotary marks of the hand floats. Broom the entire surface with a fine texture hair push broom to produce a uniform surface and eliminate float marks. Broom when the surface is sufficiently set to prevent deep scarring and accomplish by drawing the broom down the slope leaving the marks parallel to the edges of the panel. Edge joints with a 6 mm ($^1/_4$ in.) radius edger before the brooming.

Do not place slope paving against frosted or frozen surfaces. Protect concrete during placing and curing as set forth in Section 501.

Construct slope paving with expansion joints where shown on the plans.

METHOD OF MEASUREMENT

611.04.01 Measurement. Concrete slope paving, including concrete aprons and cutoff walls, will be measured by the cubic meter (cubic yard).

The quantity will be computed from measurements of the actual areas placed based on the theoretical thickness shown on the plans.

BASIS OF PAYMENT

611.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay item listed below that is shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
(class) Concrete Slope Pavement	Cubic Meter (Cubic Yard)

SECTION 613

CONCRETE CURBS, GUTTERS, AND SIDEWALKS

DESCRIPTION

613.01.01 General. This work consists of constructing curbs, gutters, sidewalks, ramps, local depressions, and driveways.

MATERIALS

613.02.01 General. Material shall conform to the following Sections:

Portland Cement Concrete	Section 501
Concrete Structures	Section 502
Reinforcing Steel	Section 505

Concrete shall be Class A or Class AA concrete as shown in the proposal. Class D may be substituted for Class A concrete or Class DA may be substituted for Class AA concrete.

The epoxy adhesive used to bond concrete curbs to new or existing pavements shall conform to AASHTO M235 (ASTM C881), Type I, Grade 1, 2, or 3—Class A, B, or C.

CONSTRUCTION

613.03.01 Earthwork. Construct the subgrade true to grade and cross section. Water and roll or hand tamp subgrade to the required compaction for the adjacent roadway or base course. Remove all soft and spongy material to a depth of not less than 150 mm (6 in.) below subgrade elevation for curbs, gutters, local depressions, and driveways and 75 mm (3 in.) below for sidewalks. Fill the resulting space with earth, sand, or gravel of a quality that, when moistened and rolled or tamped, will form a firm and solid foundation.

Test the completed subgrade for grade and cross section by means of a template extending the full depth and supported on the side forms. Thoroughly water the subgrade and forms in advance of placing concrete.

613.03.02 Existing Curbs, Gutters, and Sidewalks. Where the limits of the new work fall within reasonable distance to existing scoring lines or expansion joints, remove existing concrete to those scoring lines or expansion joints if directed. Where the limits of the new work do not fall within reasonable distance to existing scoring lines or expansion joints, saw cut the limits of the new work and remove existing concrete to the saw cut lines.

613.03.03 Forms. The depth of forms for curbs shall be equal to the full depth of the curb. The depth of outside forms for concrete gutters shall be equal to the full thickness of the gutter. Timber forms shall be surfaced on the side placed next to the concrete, have a true smooth upper edge, and be not less than 38 mm ($1^1/_2$ in.) thick. Do not use warped forms or forms not having a smooth, straight upper edge.

Use benders or thin plank forms, rigidly placed, on curves, grade changes, or for curb returns. Do not use steel forms on radii less than 60 m (200 ft).

Make back forms for curb returns of 12.5 mm ($^1/_2$ in.) benders, for the full height of the curb, cleated together. Carefully set forms to the alignment, grade, and dimensions required. Hold forms rigidly in place by the use of pairs of iron stakes placed at intervals not to exceed 1.2 m (4 ft). For metal forms, do not space iron stakes more than 1.8 m (6 ft) apart. Use clamps, spreaders, and braces where required to insure rigidity in the forms.

Do not remove forms until concrete has set sufficiently to prevent distorting or cracking.

Clean forms thoroughly each time they are used and coat with a light oil as often as necessary to prevent the concrete from adhering to them.

613.03.04 Curb and Gutter Joints. Construct expansion joints 12.5 mm ($^1/_2$ in.) wide in curbs and gutters at 27 m (90 ft) intervals, at each side of structures, and at the ends of all curb returns. Do not install expan-

sion joints within 6 m (20 ft) of an island nose. Fill expansion joints with joint filler strips 12.5 mm (1/2 in.) thick conforming to Subsection 707.03.01. Shape expansion joint filler to the cross section of the curb and gutter.

Construct expansion joints at right angles to the line of the curb and gutter.

Score weakened plane joints at right angles to the line of curb and gutter to a depth of 12.5 mm (1/2 in.) at 3 m (10 ft) spacing with a jointer tool having a radius of 12.5 mm (1/2 in.).

613.03.05 Sidewalk Expansion Joints. Construct transverse expansion joints 12.5 mm (1/2 in.) wide at all sidewalk returns and opposite expansion joints in adjacent curb. Where curb is not adjacent, construct expansion joints at intervals of 9 m (30 ft).

Fill expansion joints with joint filler strips 12.5 mm (1/2 in.) thick conforming to Section 707.

Place the joint filler with the top edge 6 mm (1/4 in.) below the surface and hold in place by means of steel pins driven into the subgrade and spaced sufficiently close to prevent warping of the filler during floating. Upon completion of floating, remove the pins. Upon completion of finishing operations, edge the joint with an edging tool having a radius of 12.5 mm (1/2 in.).

613.03.06 Curb and Gutter Construction. Construct curbs at driveways and ramps as shown on the plans.

Curbs may be constructed by the use of an approved curb forming machine.

Where plantmixed surfacing is to be placed around or adjacent to manholes, drop inlets or catch basins in gutters, local depressions, or driveway areas, do not construct such structures to final grade until after the curbs and gutters have been constructed for an acceptable distance on each side of the structure.

Where Portland cement concrete pavement is to be placed around or adjacent to manholes, drop inlets, or catch basins in gutters, local depressions, or driveway areas, do not construct such structures to final grade until after the concrete pavement has been constructed.

Anchor concrete curbs over new or existing pavements with epoxy adhesive conforming to Subsection 613.02.01. Cure the new pavement for a minimum of 2 weeks before bonding the curb thereon. Thoroughly clean the surface of all loose material, dirt and dust. Apply the mixed adhesive to the dry and cleaned surface in a strip extending full width and length of the curb.

Fill the forms to the top. Place concrete so that there will be no rock pockets. Concrete may be compacted by means of approved mechanical vibrators. Immediately after removing the front curb forms, trowel the face of the curb smooth to a depth of not less than 50 mm (2 in.) below the flow line or to the flow line of integral curb and gutter, and then finish with a steel trowel. Finish the top and round the front and back edges as shown on the plans.

After troweling, give the face of the curb a fine brush finish with brush strokes parallel to the line of the curb.

The top and face of the finished curb shall be true and straight, and the top surface of curbs and gutters shall be of uniform width, free from humps, sags, or other irregularities. When a straightedge 3 m (10 ft) long is laid on the top or face of the curb or on the surface of gutters, the surface shall not vary more than 3 mm (1/8 in.) from the edge of the straightedge, except at grade changes or curves.

Cure the exposed surfaces according to Subsection 501.03.09.

613.03.07 Sidewalk and Driveway Construction. Place reinforcing steel, if shown on the plans, according to the construction requirements of Section 505.

Finish sidewalks and driveways to a smooth and uniform texture by troweling and by floating with wooden floats, and, if directed, by cross-brooming or burlap-finishing. Score weakened plane joints to a depth of 12.5 mm (1/2 in.) and at right angles to the line of work with a jointer tool having a radius of 12.5 mm (1/2 in.). Score weakened plane joints so as to form squares or other shapes to match other such markings on similar existing structures in the vicinity.

Satisfactorily finish the surface finish of ramps rougher than the adjacent sidewalk.

When a 3 m (10 ft) straightedge is placed on the sidewalk or driveway, the surface shall not vary more than 3 mm ($^1/_8$ in.) from the edge of the straightedge, except at grade changes. The finished surface shall be free from blemishes.

Cure the concrete surface according to Section 501.03.09.

METHOD OF MEASUREMENT

613.04.01 Measurement. Curb, glue down curb, gutter, and combination curb and gutter will be measured by the linear meter (linear foot) along the base of the curb face or along the flow line of the gutter. Such measurement will be continuous along such line extended across driveway and ramp openings.

Sidewalk and driveways will be measured by the square meter (square yard).

Ramps will be measured by the square meter (square yard) for those ramps constructed in existing sidewalk and curb and gutter areas where new sidewalks and curbs and gutters are not required to be constructed. Ramps constructed in new sidewalk and curb and gutter areas shall be included in the new sidewalk and new curb and gutter bid items.

The back curb constructed at the back of any curb ramps will be measured by the square meter (square yard) as the ramp or sidewalk bid items.

In the case of integral curb and walk, the width of the walk shall extend to the back face of the curb. In the case of steps, the area measured will be the summation of the areas of the treads, computed by multiplying the width of the tread by the length of the tread out to out of integral wall, if any.

Driveways for multi-family, commercial, and industrial driveways will be measured by the square meter (square yard), including the area for adjacent curbs and valley gutters as hereinafter specified. The curb constructed at the sidewalk or ramp edge of multi-family, commercial, or industrial driveways, which is integral with the driveway slab, will be measured by the square meter (square yard) to the back face of curb as the driveway bid item. Also the valley gutter constructed across the multi-family, commercial, or industrial driveways will be measured by the square meter (square yard) as the driveway bid item.

BASIS OF PAYMENT

613.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

All excavation and base course work will be paid for as provided in the respective Sections of the specifications; however, when bid items are not provided for excavation or base course work, such work will be considered subsidiary to the pay item contained herein.

Payment will be made under:

Pay Item	Pay Unit
(class) Concrete Curb (type)	Linear Meter (Linear Foot)
(class) Concrete Gutter (type)	Linear Meter (Linear Foot)
(class) Concrete Curb and Gutter (type)	Linear Meter (Linear Foot)
(class) Concrete Sidewalk (depth)	Square Meter (Square Yard)
(class) Concrete Driveway (depth)	Square Meter (Square Yard)
(class) Concrete Driveway (depth) (Reinforced)	Square Meter (Square Yard)
(class) Concrete Ramp (depth)	Square Meter (Square Yard)
(class) Concrete Glue Down Curb (type)	Linear Meter (Linear Foot)

SECTION 614

PAINTING

DESCRIPTION

614.01.01 General. This work consists of painting of steel, timber, or concrete structures.

MATERIALS

614.02.01 General.

(a) Raw Materials. Raw materials shall conform to ASTM and federal specifications.

(b) Prepared Paints. Federal specifications are specified to designate the type of material and standard of quality. Manufacturer's standard, first grade materials meeting or exceeding these requirements may be used if approved. Do not use materials not bearing manufacturer's identification as a standard, first grade product, of his regular line.

(c) Proprietary materials when specified by the manufacturer's trade name designate the standard of quality and type of material required. When the quality or type of material required is not specified, apply for direction as to selection of materials and receive approval before proceeding. Use the best quality of such materials as directed.

(d) Submit materials lists for approval. Deliver all materials to the site in original containers, seals unbroken, stored properly and separately. Do not use materials until approved. Immediately remove materials that are not approved from the jobsite.

(e) Submit a one liter (quart) sample from each batch or lot at least 15 working days before the start of painting. The samples will be tested by infrared techniques. The infrared finger prints must match the spectrum produced by the standard paint sample on file with the Department's Materials Division. Do not use paint found not to parallel the standard.

614.02.02 Number and Kinds of Coats. The number and kinds of coats of paint shall be as set forth in Section 714.

For steel bridge girders, the type of complete coating system shall be as set forth in Subsection 714.03.01. The color of the finish coat shall be specified in the Special Provisions.

CONSTRUCTION

614.03.01 Weather Conditions. Apply paint only on thoroughly dry surfaces. Do not paint when the atmospheric temperature is at or below 4 °C (40 °F), or when freshly painted surfaces may become damaged by rain, wind, dust, or condensation, or when it can be anticipated that the atmospheric temperature will drop below 4 °C (40 °F) during the drying period. Replace fresh paint damaged by the elements.

The temperature of steel surfaces shall be above 4 °C (40 °F), but shall not be so hot as to cause blistering of the paint. The relative humidity shall be less than 85% or the combination of temperature and humidity conditions shall be such that moisture will not condense on the steel surfaces being painted. The Engineer may perform the following test to determine if such conditions exist. Using a damp cloth, apply a clearly defined, thin film of water to a small area. If the film evaporates within 15 minutes, the surface may be painted.

Suitable enclosures may be provided, if approved in writing, to permit painting during inclement weather. Make provisions to control atmospheric conditions artificially inside the enclosures within the limits suitable for painting throughout the painting operation.

614.03.02 Application.

(a) General. For application requirements for structural steel used for bridge members, see paragraphs (b) and (c) below.

Use painters and finishers of established status and reputation for executing their work by the very best methods for each kind or type.

Strictly adhere to these specifications and the recommendations of the manufacturer whose materials are used. Use such skills, equipment, materials, and give thorough attention to details as will provide thoroughly workmanlike and satisfactory results throughout.

Mix paint with mechanical mixers. Mix paint a sufficient length of time, to thoroughly mix the pigment and vehicle together before use. Continue the mixing during application.

Paint specified or formulated shall be ready for application. Thin paint only if approved.

Protect all parts of the structure being painted against disfigurement by spatters, splashes, and smudges of paint or paint materials. Protect passing vehicles or persons from the operations by use of canvas shields or other protective means as necessary.

Do not paint stay-in-place metal forms for bridge decks.

Paint in a neat and workmanlike manner that does not produce excessive paint build-ups, runs, sags, thin areas in the paint coat, or skips and holidays. Apply paint by brush, spray, roller, or any combination thereof as necessary for the paint being applied.

Paint surfaces that are inaccessible for painting by regular means, using sheepskin daubers, bottle brushes, or by other acceptable methods.

Remove and refinish or repaint any work which shows carelessness, lack of skill and execution, or which is defective due to any other cause as directed. Remove paint stains which result in an unsightly appearance.

(b) Qualification Requirements for Painting of Structural Steel used for Bridge Members. Painters and sandblasters, in both shop and field, shall demonstrate their ability to prepare the surface and to apply the specified coatings according to these specifications. Variations or simplifications of this qualification procedure may be set forth by the Engineer if it is appropriate for special coating work or the qualifying of shop personnel. The ability of the painter and/or sandblaster to apply specified coatings with the proper tools and equipment will be evaluated. Lack of proper tools and equipment shall be cause for disqualification.

1. The painter and/or sandblaster shall provide the following:

   a. The source and gradation of the sandblast abrasive to be used.

   b. The type and source of solvent to be used.

   c. Manufacturer's information regarding the specified coating materials, including wet and dry-film thicknesses, product safety data, thinning recommendations, temperature requirements, profile recommendations, mixing and application procedure and equipment required.

   d. Coating materials properly mixed according to manufacturer's recommendations and specifications and ready for application.

   e. All necessary equipment for the proper application of the specified coating.

   f. A practice area outside the project limits to adjust and test equipment before performing the test.

   g. Safety practices and equipment complying with the Steel Structures Painting Council (SSPC) Paint Application Guide No. 3 "A Guide to Safety in Paint Application."

   h. Wet and dry-film thickness gages for testing the coating thickness during and after applications.

2. Application of Test Coatings. The painter and sandblaster shall apply the specified coating according to these specifications to prescribed test areas selected at the shop and field sites. The approved test area should be approximately 10 m^2 (100 ft^2). The painter and sandblaster shall perform the application using the proper technique and application equipment consistent with the specified coating materials and consistent with the paint manufacturer's recommendations. Prepare the surface of the test area according to these specifications. Surface preparation shall be approved before the application of the paint. The painter shall apply the specified coating to a uniform dry-film thickness according to the specifications and the manufacturer's recommendations. The required drying time as prescribed by the manufacturer's recommendations shall elapse before taking the dry-film reading of the applied surface. Primer, intermediate, and finish coats shall be treated as separate applications, allowing the specified drying time before inspecting each completed coat.

The painter and/or sandblaster shall consult with the paint manufacturer's technical representative for answers to technical questions relating to the application of the specified coating materials. The Contractor and/or fabricator shall be thoroughly familiar with the specified coating materials and acceptance criteria and shall be aware of any possible difficulties in applying the coating to any specified surface.

3. Evaluation of Test Coating. Dry-film thickness readings will be taken on all areas of the test area including nuts and bolts. Inadequate surface preparation, improper profile, runs, sags, overspray, thin film thickness, excessive film thickness, uneven coating, non-uniform color, improper curing, or any other defect in the coating system shall be a cause for disqualifications.

Qualification may be withdrawn any time the performance of the painter, sandblaster, or their equipment is in question.

4. Requalification. A sandblaster or painter who was qualified on a previous Department of Transportation project within the last year may be accepted. The sandblaster or painter must requalify if any materials or equipment changes are made from his original qualification.

(c) Application Requirements for Production Painting of Structural Steel Used for Bridge Members. Mix the paint with a high shear mixer (such as a Jiffy mixer) according to the producer's direction, to a smooth, lump-free consistency. Do not use paddle mixers or paint shakers. Mix in the original containers. Continue mixing until all of the metallic powder or pigment is in suspension. Mix to ensure that all of the paint solids are thoroughly dispersed. Strain the paint through a screen having openings no larger than those specified for a 300 μm (No. 50) sieve in ASTM E11. After straining, keep the mixed material under continuous agitation up to and during the time of application.

Thin paint only if approved and according to the manufacturer's recommendations.

Apply paint to surfaces that are inaccessible by spray methods, using sheepskin daubers, bottle brushes, or other acceptable methods.

Remove paint stains which result in an unsightly appearance.

Remove and refinish or repaint any work which shows carelessness, lack of skill and execution, or which is defective due to any other cause as directed.

614.03.03 Surface Preparation of Steel. Unless otherwise approved, use the sandblasting method. Before surface preparation, round all edges of steel members to a radius of 1.5 mm ($^1/_{16}$ in.), whether composed of steel plates, structural shapes, or a combination of steel plates and structural shapes.

(a) Sandblasting.

1. Shop preparation. Clean surfaces of all oil, grease, and dirt with clean petroleum solvents and then blast clean to a near-white finish according to SSPC-SP 10, Photo Vis 1: C Sa 2 ½ Near White.

Remove all fins, tears, slivers, and burred or sharp edges that are present on any steel member, or that appear during the blasting operation by grinding. Re-blast ground areas to give a 50 μm (2 mils) surface profile.

Scaling hammers may be used to remove heavy scale. Do not use heavier type chipping hammers.

Abrasives used for blast cleaning shall be either clean dry sand, steel shot, mineral grit or manufactured grit and shall have a gradation such that the abrasive will produce a uniform profile of 25 to 50 μm (1 to 2 mils).

Remove all abrasive and paint residue with a commercial vacuum cleaner equipped with a brush-type cleaning tool, or by double blowing. Vacuum the top surfaces of all structural steel after double blowing. Keep the steel dust free and prime within 8 hours after cleaning.

Protect freshly coated surfaces from subsequent blast cleaning operations. Thoroughly wire brush blast damaged primer surfaces. If visible rust occurs, reblast to a near-white condition. Vacuum and reprime the wire brushed or blast cleaned surfaces.

Mask all areas where field welding is required, before shop painting.

Do not apply the shop coat to any prepared surfaces until the surface has been inspected and approved.

2. Field Preparation. Repair any shop coat damage which occurs during shipping, handling and erection. Power wash primed surfaces without field coats which are exposed to the elements to remove all road dirt and salt.

After erection work has been completed, remove all scale, dirt, grease, form oil, or other foreign matter with a clean petroleum solvent and blast clean any rust areas to a near white finish according to SSPC-SP 10, Photo Vis 1: C Sa 2 ½ Near White. Remove all abrasive and paint residue with a commercial vacuum cleaner equipped with a brush-type cleaning tool, or by double blowing. Vacuum the top surfaces of all structural steel after double blowing. Thoroughly wire brush the coating surrounding the blasted area and re-prime the area using the same paint, and the same dry-film thickness specified for the shop coat. Allow the touch-up coat to dry at least 48 hours, or the time required by the manufacturer, before application of the field coats.

After erection, clean all bolts according to "(c) Hand Cleaning" of this Subsection. Apply a field coat, meeting the requirements for the shop coat, to the bolted area before application of the intermediate and finish coats.

During blast cleaning operations, protect pedestrians and vehicles with a barrier system, which will protect against direct blasting of vehicles or pedestrians and prevent spreading of falling abrasive materials and debris on the traveled portions of the pavement.

(b) Steam Cleaning. Remove all dirt, grease, loose chalky paint, or other foreign material which has accumulated on the previously painted surfaces with an approved steam cleaning apparatus which shall precede all other phases of cleaning.

It is not intended that sound paint be removed by this process. Do not perform subsequent painting until the cleaned surfaces are thoroughly dry and in no case in less than 24 hours after cleaning.

Add a detergent soap consisting of 45% sodium metasilicate, 43% sodium sesquisilicate, 10% sodium tetraphosphate, and 2% naccanol to the feed water of the steam generator at the approximate rate of 1 part of detergent to 200 parts of water by mass.

Remove any residue which may accumulate on cleaned surfaces by flushing with fresh water.

(c) Hand Cleaning. Remove all dirt, loose rust, and mill scale, dead paint, and paint which is not firmly bonded to the metal surfaces by hand or powered wire brushes, hand scraping tools, or sandpaper.

Do not use pneumatic chipping hammers unless approved in writing.

Hand cleaning will be permitted as an alternative to sandblasting on all steel except bridge girders. Clean bridge girders according to "(a) Sandblasting" of this Subsection, supplemented by minor amounts of hand cleaning as accepted.

614.03.04 Painting Structural Steel.

(a) General. For painting requirements for structural steel used for bridge members, see paragraph (b) below.

A minimum of 3 coats of paint shall be required. The prime coat shall consist of a minimum dry-film thickness of 50 μm (2 mils). The intermediate coat shall consist of a minimum dry-film thickness of 38 μm (1.5 mils). The intermediate coat of paint shall be of such shade as to contrast with both the prime and finish coats. The finish coat shall consist of a minimum dry-film thickness of 38 μm (1.5 mils). The total thickness of all coats shall not be less than 126 μm (5 mils).

Excessively thick coats of paint will not be permitted. Limit the thickness of each coat to that which will result in uniform drying throughout the paint film.

Before erection, clean all new structural steel and paint with the prime coat.

1. Field Cleaning. After erection and riveting or welding, sandblast all surfaces of unpainted structural steel, which will be exposed to air, according to Subsection 614.03.03.

Satisfactorily repair any damage to sound paint, on areas not designated for treatment, resulting from the painting operations.

2. Painting. Limit painting of structural steel before erection to surface preparation and one undercoat. Satisfactorily correct any deficiencies in the first coat, before the application of succeeding coats.

Apply the full number of coats before erection on surfaces exposed to the atmosphere which would be inaccessible for painting after erection.

The surface of the paint coat being covered shall be free from moisture, dust, grease, or any other deleterious material which would prevent the bond of the succeeding paint coats. In spot painting, remove any old paint

which lifts after application of the first spot coat by scraping and repaint the area before application of the next coat.

Do not apply the finish coat until the required total film thickness of the undercoats of paint is obtained.

Caulk open seams at contact surfaces of built-up members after the prime coat has been applied and accepted at the fabrication site. Use non-sag polysulfide or polyureathane material conforming to FSS TT-S-230, Type II, or approved equal.

Need not paint metal surfaces embedded in concrete.

3. Machine Finished Surfaces. With the exception of abutting chord and column splices and column and truss shoe bases, coat machine finished surfaces with a rust inhibitor which can be easily removed. Paint surfaces of iron and steel castings which have been machine finished with a coat of shop paint.

(b) Painting Structural Steel Used for Bridge Members. Apply the paint with spray nozzles at pressures recommended by the producer of the coating system. The dry-film thickness of the shop coat shall be between 64 to 152 μm (2.5 to 6 mils). The dry-film thickness of the first field coat shall be greater than 102 μm (4 mils). The dry-film thickness of the top coat shall be greater than 50 μm (2 mils). The dry-film thickness will be determined by the use of a magnetic film thickness gage.

If the required film thickness cannot be obtained by one coat application without producing runs, bubbles or sags, apply the paint in 2 or more coats. Where the shop coat produces "mud-cracking," scrape back such coating to soundly bonded coating or bare steel and recoat the area to the required thickness.

Paint all surfaces (inside and outside) of steel bridge girders.

Need not paint metal surfaces embedded in concrete.

Apply the shop coat at the fabrication site.

Remove all dry spray before shipment. Thoroughly clean areas having deficient primer thickness with power washing equipment to remove all dirt. Wire brush, vacuum and re-coat such areas.

Perform all painting in a neat and workmanlike manner as described in SSPC-PA1, producing a uniform, even coating which is bonded to the underlying surface.

Caulk open seams at contact surfaces of built-up members after the prime coat has been applied and accepted at the fabrication site. Use non-sag polysulfide or polyureathane material conforming to FSS TT-S-230, Type II, or approved equal.

Transfer or preserve erection and weight marks for field identification of members.

If the manufacturer of the coating system recommends a tie coat between the shop and field coat, obtain and apply the tie coat according to the manufacturer's recommendations.

Top coat any surfaces which will be inaccessible for painting, after field erection, at the fabrication site with the coating type and minimum dry-film thickness specified for field coating.

Do not load material for shipment for a period of 24 hours after the shop paint has been applied and not until material is approved for release.

Furnish and erect approved scaffolding to permit inspection of the steel before and after painting. Use rubber rollers, or other approved protective devices, on scaffold fastenings. Do not use metal rollers or clamps and other type fastenings which will mar or damage freshly coated surfaces.

Do not apply the field coat until the surface has been approved. The requirements for mixing, thinning, and applying the shop coat, and the conditions under which the shop coat may be applied, shall also govern the application of the field coats.

Apply the field coats at the construction site after the steel erection work and deck pour have been completed.

Protect pedestrian and vehicular traffic, as well as all portions of the structure which are not to be painted including superstructure, substructure, slope protection and highway appurtenances from splatter, splashes and overspray. Before painting, submit a plan detailing the method of protection to be used for approval.

If satisfactory protection is not provided, the work will be suspended until corrections are made. Remove any

abrasive material and debris deposited on the pavement, shoulders, slopes, or slope paving in the work area before reopening those areas to traffic.

614.03.05 Painting Timber.

(a) Preparation of Surfaces. Clean and prepare the surface to be painted by removing dust or other foreign material by approved methods. On previously painted timber, remove all cracked or peeled paint, loose chalky paint, dirt, and other foreign matter by wire brushing, scraping, or other approved means. Do not apply paint if the moisture content of the timber is more than 20%.

(b) Painting. Paint timber with 3 coats of paint.

If permitted in writing, the first coat of paint may be applied before erection.

After the first coat has dried and the timber is in place, fill all cracks, checks, nail holes, or other depressions with approved putty flush with the surface. Allow putty to dry before the second coat is applied.

Satisfactorily correct skips, holidays, thin areas, or other deficiencies in any coat of paint before applying the succeeding coat.

Remove any deleterious material from the surface of the paint coat being covered before any additional paint is applied.

BASIS OF PAYMENT

614.05.01 Payment. No direct payment will be made for the work prescribed in this Section. Compensation shall be considered as included in the contract unit prices bid for the particular items requiring painting.

SECTION 615

PRESERVATIVE TREATMENTS FOR TIMBER

DESCRIPTION

615.01.01 General. This work consists of preservative treatment for lumber, timber, and piles.

MATERIALS

615.02.01 General. The following preservatives listed in these specifications shall conform to the requirements of the referenced American Wood-Preservers' Association (AWPA) Standards:

(a) Creosote shall conform to AWPA Standard P1.

(b) Creosote-Solution shall conform to AWPA Standard P2.

(c) Creosote-Petroleum shall conform to AWPA Standard P3.

(d) Pentachlorophenol shall conform to AWPA Standard P8.

(e) Ammoniacal Copper Arsenate (ACA), Ammoniacal Copper Zinc Arsenate (ACZA), and Chromated Copper Arsenate (CCA), Type A, B, or C, shall conform to AWPA Standard P5.

(f) Copper Naphthenate shall conform to the requirements of AWPA Standard P8.

CONSTRUCTION

615.03.01 Treatment. Use a method of seasoning, conditioning, and treating conforming to AWPA Standard C14, and its referenced AWPA Standards for each usage.

615.03.02 Amount of Preservative. The minimum amount of preservative retained per cubic meter (cubic foot) of timber, lumber, or piling shall conform to the minimum specification requirements shown in Table I of this Subsection.

TABLE I—PRESERVATIVE TREATMENTS

Usage and Wood Species		Type of Preservative Treatment and Minimum Retention - kg/m³ (lb/ft³) of wood							AWPA Treatment Standard
		Creosote or Creosote-Petroleum	Creosote-Solution	Pentachloro-phenol	ACA	ACZA	CCA	Copper Naphthenate (c)	
Posts and Blocks for Guardrail: Coastal Douglas Fir, Western Larch, Western Hemlock, and Southern Pine		128.0 (8.0)	—	8.0 (0.50)	8.0 (0.50)	8.0 (0.50)	8.0 (0.50)	(d) 1.2 (0.075)	C2
Posts and Braces for Fences: Coastal or Interior Douglas Fir (a), Western Larch, Southern Pine, and Lodgepole Pine	Round	128.0 (8.0)	128.0 (8.0)	6.4 (0.40)	6.4 (0.40)	6.4 (0.40)	6.4 (0.40)	(e) 0.90 (0.056)	C5
	Sawn Four Sides	160.0 (10.0)	160.0 (10.0)	8.0 (0.50)	8.0 (0.50)	8.0 (0.50)	8.0 (0.50)	(d) 1.0 (0.062)	C2
Posts for Signs: Coastal or Interior Douglas Fir, Western Hemlock, and (b)		160.0 (10.0)	160.0 (10.0)	8.0 (0.50)	8.0 (0.50)	8.0 (0.50)	8.0 (0.50)	(d) 1.0 (0.062)	C2
Round Timber Piles: Southern Pine		160.0 (10.0)	160.0 (10.0)	9.6 (0.60)	12.8 (0.80)	12.8 (0.80)	12.8 (0.80)	—	C3
Round Timber Piles: Costal or Interior Douglas Fir, and Western Larch		160.0 (10.0)	160.0 (10.0)	13.6 (0.85)	16.0 (1.0)	16.0 (1.0)	—	—	C3

(a) Interior Douglas Fir is not allowed for round posts.
(b) Any other equivalent stress rated wood.
(c) As kg/m³ (lb/ft³) copper.
(d) Coastal Douglas Fir and Southern Pine only.
(e) Copper Naphthenate in AWPA P9 Hydrocarbon Solvent Type A and only for Douglas Fir, Southern Pine, or Lodgepole Pine.

615.03.03 Inspection. Rigidly inspect all material for compliance with these specifications according to AWPA Standard M2. The treating plant shall imprint legible symbols in the treated material indicating the name of the treating company and the type and year of treatment according to AWPA Standards M1 and M6.

Furnish inspection certifications from the supplier stating that the treated material complies with all the requirements of these specifications. Each certification shall include a listing of the material being supplied and have attached a certified test report as detailed in Section 7.2 of AWPA Standard M2 from the plant inspector.

All lumber, timber and piling may also be inspected after treatment by an inspector designated by the Engineer. The inspector shall stamp each piece accepted with a stamp making a legible mark designating the inspector.

All materials and processes used in the manufacture of treated material may be subjected to inspection, acceptance, or rejection at the manufacturer's plant. Equip the plant with all the necessary gages, appliances and facilities to enable the inspector to satisfy himself that the requirements of the specifications have been fulfilled.

615.03.04 Care and Handling. Care and handle pressure treated wood according to AWPA Standard M4.

BASIS OF PAYMENT

615.05.01 Payment. No direct payment will be made for the work prescribed in this Section. Compensation shall be considered as included in the price paid for the particular item of work in which the treated lumber, timber, or piling is used.

SECTION 616

FENCING

DESCRIPTION

616.01.01 General. This work consists of constructing fences, gates, or reconstructing fences.

This work also consists of installing temporary tortoise fence.

MATERIALS

616.02.01 General. Materials shall conform to the following Sections:

Fence Materials .....Section 724
Portland Cement Concrete .....Section 501

(a) Temporary Tortoise Fence. Use T-section posts conforming to Subsection 724.03.02. Use plastic fence material 1.2 m (4 ft) high, manufactured by one of the companies listed in the QPL.

In lieu of plastic fence material, a steel hardware cloth may be used. The steel hardware cloth shall be commercial quality welded galvanized steel wire fabric, 1.2 m (4 ft) high, 25 mm (1 in.) by 50 mm (2 in.) mesh size with 1.5 mm (16 gage) minimum diameter wire.

CONSTRUCTION

616.03.01 General. Remove and dispose of all trees, brush, and other obstructions which interfere with proper construction of fences according to Section 201, except that no direct payment will be made for such work. When constructing chain-link fence, remove rocks and other surface irregularities that require moving in order to maintain a nearly smooth surface.

Conduct fence construction operations as to prevent the escape of livestock. Connect existing cross fences to the new fence. Place corner posts, with braces for every direction of strain, at the junction with existing fences. Properly fasten the wire in both fences to the posts. At bridges and cattle passes, and at culverts if shown on the plans, connect the new fence to the structure in such a manner as to permit the free passage of livestock through or under the structure.

Install tortoise fence T-section posts at 3 m (10 ft) maximum spacings and driven a minimum of 450 mm (18 in.) into the existing ground at the required locations. Install fence fabric so that the bottom is flush to the ground. Perform grading of existing ground as necessary. Mount the fence fabric to the posts with approved hog rings, wire ties, or cable ties. Minimize impact to the surrounding area during installation.

Maintain the temporary tortoise fence and its ground contact during its use.

Remove the temporary tortoise fence when it is no longer required.

Fasten barbed wire, farm fence, and chain-link fence fabric on the side of the posts opposite the highway centerline.

Backfill post holes for metal posts, that are drilled or dug, with Class A or AA concrete

Securely fasten each strand of barbed wire to a braced post at each intermediate braced post assembly by wrapping twice around the post then securing to that part of the same wire stretched between posts. Cut off the remaining wire to present a neat and workmanlike appearance.

Do not splice galvanized pipe brace rail.

Tie the first line of barbed wire above wire mesh to the top wire of the wire mesh, midway between posts, with 2.8 mm (12 gage) galvanized steel wire or 4.0 mm (9 gage) aluminum hog rings.

Intermediate Braced Post Assemblies—Timber: Place the horizontal brace 150 mm (6 in.) below the tops of the brace posts and properly fit and connect to them by two 9.5 mm ($^3/_8$ in.) by 100 mm (4 in.) steel dowels. Extend the dowel pins 50 mm (2 in.) into each brace and brace post. Run two strands of 4.5 mm (8 gage) galvanized wire as a brace diagonally from 100 mm (4 in.) above ground line on each brace post to 100 mm (4

in.) below the top of the other brace post. Make an extra loop around each post at the point of attachment and firmly staple the wire to the post. Twist these brace wires until the assembly is rigid.

Construct corner post assemblies as indicated on the standard fence details. Construct end post assemblies of end posts and brace posts installed and braced as indicated for timber corner braces.

Timber line posts may be installed by tamping firmly in place in drilled or dug holes or by driving, provided the method of driving does not damage the posts or cause the posts to be deflected from line and plumb. Install all other timber posts in drilled or dug holes and tamp firmly in place. Install round timber posts in drilled or dug holes and place the butt end downward. Machine point timber line posts which are to be driven, at the plant before being treated. Point the small end of driven round timber posts.

Securely fasten each strand of barbed wire to a corner post, end post, or intermediate braced post assembly by wrapping twice around the post and securing to that part of the same wire stretched between the posts. Cut off the remaining wire to present a neat and workmanlike appearance.

Set staples to hold the wire securely, but do not bury in the post as to severely nick or bend the wire.

616.03.02 Standard Fence. Standard fencing shall be designated by types as follows: Metal posts—Type A; Wood posts—Type B; Combination metal and wood posts—Type C. The type of fence construction shall be as shown on the plans and indicated in the proposal. Firmly set or drive posts into the ground and space as indicated. Firmly brace each end, corner, and gate post and set in concrete when required. Brace posts as indicated on the plans.

Standard fencing will be designated not only by type, but also by a symbol indicating the fencing required. For metric unit contracts, Type A-881-3B will be used to designate a fence composed of metal posts, 8 horizontal wire, 810 mm woven wire (farm fencing) and 3 barbed wires; Type C-766-4B to designate a fence composed of a combination of metal and wood posts, 7 horizontal wire, 660 mm woven wire and 4 barbed wires, etc. The figures 881, etc., when they appear in the symbol, correspond to design numbers set forth in the standard plans.

For English unit contracts, Type A-832-3B will be used to designate a fence composed of metal posts, 32 inch woven wire (farm fencing) and 3 barbed wires; Type C-726-4B to designate a fence composed of a combination of metal and wood posts, 26 inch woven wire and 4 barbed wires, etc. The figures 832, etc., when they appear in the symbol, correspond to design numbers set forth in the standard plans.

In determining the post spacing, measurements will be made parallel to the slope of the natural ground. Place all posts in vertical position, except in unusual locations where directed to place the posts perpendicular to the slope of the ground. Measure all intervals center to center of adjacent posts.

Consider changes in line where the angle of deflection is 30 degrees or more as corners, and install corner posts. Consider changes in line where the angle deflection is more than 15 degrees and less than 30 degrees as alignment angles, and fasten adjacent posts to the angle posts by means of wire, or if such method is impracticable in the opinion of the Engineer, brace such posts as above specified for bracing gate, end, and corner posts.

At all grade deflections and alignment angles where stresses tend to pull the posts from the ground, snub or guy the fencing at the critical point by means of a double strand of 4.00 mm (9 gage) galvanized wire connected to each horizontal line of barbed wire or to the top and bottom of wire mesh fabric, and to a deadman weighing approximately 50 kg (100 lb), buried in the ground not less than 0.6 m (2 ft). Pull the fencing snug close to the ground before being snubbed or guyed.

Stretch barbed wire and farm fence fabric (woven wire) taut and securely fasten to each post by acceptable devices.

616.03.03 Chain-Link Fence. Consider changes in line where the angle of deflection is 30 degrees or more as corners and install corner posts.

Between posts, fasten chain-link fences to a bottom and a top tension wire.

Space line posts at not more than 3 m (10 ft) intervals, measured from center to center of posts. In determining the post spacing, make measurements parallel to the slope of the natural ground. Place all posts in a vertical position, except in unusual locations where directed to place the posts perpendicular to the slope of the ground.

Set metal posts in Class A or AA Portland cement concrete footing crowned at the top to shed water.

Brace end, corner, and gate posts with galvanized braces used as compression members and galvanized steel truss rods with truss tighteners used as tension members. Brace and truss line posts, at intervals of 150 m (500 ft), in both directions as shown on the plans.

Stretch the fabric taut and securely fasten to the posts. Between posts, fasten the top edge of the fabric to the top tension cable and fasten the lower edge to the bottom tension wire. Stretch tension cable and wire tight with truss tightener. Install the bottom tension wire on a straight grade between posts by excavating the high points of the ground and do not fill depressions.

Fasten the fabric to the end, corner, gate posts, and intermediate braced posts with 6 mm (1/4 in.) by 19 mm (3/4 in.) steel stretcher bars. Place 3 mm (1/8 in.) by 19 mm (3/4 in.) steel stretcher bar bands at 0.3 m (1 ft) intervals. Fasten fabric to line posts, tension cable, and tension wires with tie wires or metal bands. Space tie wires or metal bands on line posts at intervals of approximately 350 mm (14 in.) and on tension cables and tension wires approximately 450 mm (18 in.).

Fit all posts with tops designed so as to fit securely over the posts, and carry the top tension cable. The top of the C-section posts may be open-slotted in such a manner as to securely hold the top tension cable in position without vertical movement. Such slotting shall allow removal and replacement of a post without disturbing the top tension cable. Fit tubular posts with watertight tops.

Use either pipe or C-section posts. However, use the same post type for all chain-link fence. C-section line posts, corner, or end posts may be either Type II Terminal posts or NPS 2, 60.3 mm outside diameter (2.375 in. outside diameter), galvanized pipe weighing not less than 5.41 kg/m (3.63 lb/ft).

616.03.04 Reconstruct Fence. Carefully erect reconstructed fences using salvaged materials, and similarly in type to the original construction. Furnish any new materials necessary to rebuild the fence of the same kind as those in the original fence. The resulting reconstructed fence shall be equal to or better than before removed. The Engineer may furnish new materials as deemed necessary. Use these new materials in lieu of salvage materials which they replaced.

616.03.05 Gates. The width of drive gates shall be as shown on the plans and as indicated in the proposal. Drive gate height shall suit fencing but shall not be more than 1,800 mm (72 in.) nor less than 1,200 mm (48 in.). The wire mesh filler shall be rectangular or 50 mm (2 in.) diamond mesh for standard fencing and chain-link fence fabric for chain-link fencing.

Construct walk gates to the width shown on the plans and as indicated in the proposal, and of a height corresponding to the adjacent fence height.

Hang the gates by steel or malleable iron hinges so designed as to securely fasten to the gate posts and permit the gate to swing back against the fence.

Provide gates with a combination steel or malleable iron catch and locking-in attachment of approved design. Provide a center rest with catch where required.

Construct Missouri gates as shown on the standard plan.

METHOD OF MEASUREMENT

616.04.01 Measurement. Fence will be measured by the linear meter (linear foot) along the top of the fence.

Temporary Tortoise Fence will be measured by the linear meter (linear foot) along the top of the fence.

Reconstructed fence will be measured by the linear meter (linear foot), including used gates.

Gates will be measured by the each. The size indicated for double gates is for the total width between posts.

Missouri gates will be measured by the each, regardless of width.

BASIS OF PAYMENT

616.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

When an item for Temporary Tortoise Fence does not appear in the proposal, such work shall be performed and payment therefore will be considered as subsidiary to other items of work. No additional compensation will be allowed.

Payment will be made under:

Pay Item	Pay Unit
Type ____ Fence	Linear Meter (Linear Foot)
(size) Chain Link Fence	Linear Meter (Linear Foot)
(size) Metal Drive Gate	Each
(size) Metal Drive Gate Double	Each
(size) Timber Drive Gate	Each
(size) Metal Walk Gate	Each
(size) Timber Walk Gate	Each
(size) Swing Gate	Each
(size) Swing Gate Double	Each
Reconstruct Fence	Linear Meter (Linear Foot)
Temporary Tortoise Fence	Linear Meter (Linear Foot)
Missouri Gate	Each

SECTION 617

CATTLE GUARDS

DESCRIPTION

617.01.01 General. This work consists of furnishing and constructing cattle guards and cattle guard wings.

Alternate designs of precast cattle guards may be submitted for approval. Designs approved by the Department's Headquarters Structural Design Division may be substituted for the design(s) indicated.

MATERIALS

617.02.01 General. Materials shall conform to the following Sections and Subsection:

Portland Cement Concrete	Section 501
Reinforcing Steel	Section 505
Steel Structures	Section 506
Hardware	Subsection 718.03.04
Painting	Section 614
Paint	Section 714

Portland cement concrete shall be Class A or Class AA, unless otherwise provided.

All hardware shall be galvanized steel.

All lumber and timber shall be Douglas Fir, No. 2 joist and plank or No. 1 structural posts and timbers. Any commercial grading rules that will provide material of an equal or greater stress values may be used.

CONSTRUCTION

617.03.01 Earthwork. Structure excavation and backfill shall conform to Sections 206 and 207.

617.03.02 General. Construct cattle guards and cattle guard wings according to the details shown on the plans.

Precast cattle guards may be substituted for steel cattle guards. Steel cattle guards may not be substituted for precast cattle guards.

Concrete and metal reinforcement construction shall conform to Sections 502 and 505.

Weld steel member connections in conformance with Section 506.

Do not paint structural steel for cattle guards. Paint steel cattle guard wings according to Section 614.

617.03.03 Timber Wings and Timber Foundations. Give the wing posts, wheelguards, and foundation timbers a preservative treatment conforming to Section 718. Do not paint treated timber and lumber.

Paint all untreated lumber and timber according to Section 614.

Workmanship shall be first class throughout. Frame true and exact. Drive nails and spikes with just sufficient force to set the heads flush with the surface of the wood. Avoid deep hammer marks in wood surfaces.

Carefully handle treated timber without sudden dropping, breaking of the outer fibers, bruising, or penetrating the surface with tools.

Perform all cutting, framing, and boring of treated timbers before treatment insofar as is practicable.

Cover all cuts in treated timbers, and all abrasions, after being carefully trimmed, with an approved preservative. Treat all bolt holes bored after treatment, with an approved preservative.

Bore holes for machine bolts with a bit of the same diameter as the bolt. Bore holes for lag screws with a bit not larger than the body of the screw at the base of the thread.

Use a washer of the size and type specified under all bolt heads and nuts which would otherwise come in contact with wood.

Countersink bolts whenever smooth faces are required.

METHOD OF MEASUREMENT

617.04.01 Measurement. Cattle guards will be measured by the each.

Cattle guard wings will be measured by the each.

BASIS OF PAYMENT

617.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. The cost of cattle guard wings shall be included in the contract unit price for cattle guards, however, where wings alone are required, they will be paid for at the contract unit price for cattle guard wings. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
(size) Steel Cattle Guard	Each
(size) Precast Cattle Guard	Each
Cattle Guard Wings	Each

SECTION 618

GUARDRAIL

DESCRIPTION

618.01.01 General. This work consists of constructing guardrail systems and reconstructing guardrail systems.

This work also consists of furnishing and installing guardrail terminals.

MATERIALS

618.02.01 General. Material shall conform to the following Sections:

Portland Cement Concrete .....Section 501
Reinforcing Steel .....Section 505
Guardrail Materials .....Section 720

Use wood or metal posts. Use the same type of post, where there are optional post types, for the entire project. Use blocks which match the post material composition.

Give wood posts and blocks a preservative treatment by pressure processes after fabrication according to Section 615.

Other approved products for guardrail offset blocks may be used in lieu of wood blocks. The optional products approved for use as guardrail offset blocks are available from the manufacturers listed in the QPL.

(a) Guardrail Terminals. Flared guardrail terminals shall be the type for installations which flare to 1.2 m (4 ft) away from the shy line parallel to the travel lanes.

Tangential guardrail terminals shall be the type for installations parallel to the travel lanes.

Manufacturers of the appropriate guardrail terminals are listed in the QPL.

Select a product for flared guardrail terminals and install that same product at all flared guardrail terminal locations. Select a product for tangential guardrail terminals and install that same product for all tangential guardrail terminal locations.

Submit the manufacturer's shop drawings, foundation details, installation recommendations, and any other pertinent information for the guardrail terminals. Receive approval for the exact model of guardrail terminal proposed, prior to installation.

Furnish and install the units with all parts and materials necessary for them to perform as designed.

(b) Trailing End Anchors. The 19 mm ($^3/_4$ in.) cable and fittings shall conform to Subsection 720.03.03.

Use cable clips or a swaged fitting and clevis to attach the cable to the anchor rod.

Cable clips shall be commercial quality drop forged galvanized steel.

Machine the swaged fitting from hot-rolled bars conforming to AISI C1035, and anneal suitably for cold swaging. Galvanize the swage fitting before swaging. Drill a lock pin hole to accommodate a 6 mm ($^1/_4$ in.), plated, spring steel pin through the head of the swage fitting to retain the stud in proper position. Stamp the manufacturer's identifying mark on the body of the swage fitting.

The 25 mm (1 in.) diameter threaded stud shall conform to ASTM A449 after galvanizing. Before galvanizing, mill a 10 mm ($^3/_8$ in.) slot for the locking pin in the stud end.

The swaged fittings, stud and nut assembly shall develop a minimum breaking strength of 190 kN (21.4 tons).

The clevises shall be drop forged galvanized steel and shall develop a minimum breaking strength of 190 kN (21.4 tons).

Fabricate the anchor rods from steel conforming to ASTM A36, ASTM A441 or A572, or ASTM A576, Grades 1018, 1019, 1021 or 1026. Hot forge or form the eyes with full penetration welds. After fabrication,

thermally stress relieve anchor rods with eyes that have been formed with any part of the eye below 871 °C (1,600 °F) during the forming operation or with eyes that have been closed by welding before galvanizing. The anchor rod, after galvanizing shall develop a minimum strength of 220 kN (24.7 tons).

CONSTRUCTION

618.03.01 General. Drive wood posts, with or without pilot holes, or place in drilled holes. Backfill any space around the wood posts in layers with approved material. Thoroughly ram backfill with an iron tamping tool in such a manner as not to displace the bottom of posts from correct alignment.

Drive steel posts. If ground conditions are such that pilot holes are necessary to prevent damage to posts during driving, fill any space around steel posts after driving with sand or other approved material.

Set posts plumb, except on superelevated curves set perpendicular to the roadbed. Front faces of posts shall form a straight line, except on curves where they shall be a uniform distance from the centerline of the roadway.

Furnish guardrail beam elements in 3.810 m (12.5 ft) or 7.620 m (25 ft) lengths.

After erection, the rail shall be true to line and grade and shall have the proper tension in the rail plates. Do not disturb posts during the erection of the rail. If necessary, temporarily brace posts to prevent displacement.

Thoroughly wire brush and remove all loose and cracked coating from galvanized surfaces that are abraded or damaged. Paint the cleaned abraded or damaged areas with 2 coats of paint having a high zinc dust content conforming to MIL-P-21035.

Clean all soiled exposed surfaces of the metal guardrail.

(a) Guardrail Terminals. Excavate any material encountered for the construction of the posts for guardrail terminals according to Section 206.

Set and backfill posts for the guardrail terminals in the same manner as for the guardrail posts.

Install guardrail terminals according to the plans and the manufacturer's recommendations.

(b) Trailing End Anchors. Drill or dig holes for the concrete anchor blocks.

Furnish and place reinforcing steel for the anchor blocks according to Section 505.

Construct concrete for the anchor blocks according to Section 502. Place concrete against undisturbed material of the excavated holes. Form the top 300 mm (12 in.) of the holes, if required.

After installation and before backfilling, coat the portion of the anchor rod to be buried in earth with a minimum 0.5 mm (20 mils) thickness of coal tar enamel conforming to AWWA Standard C203 or a coal tar epoxy conforming to Steel Structures Painting Council Specification No. 16, Coal-Tar Epoxy-Polymide Black Paint, or Corps of Engineers Specification, Formula C-200a, Coal-Tar Epoxy Paint.

Tighten anchor cables after the concrete anchor has cured for at least 5 days.

618.03.02 Reconstruct Guardrail. Carefully reconstruct guardrail to bring compliance with the Standard Plans. Furnish any new materials necessary to reconstruct the guardrail. The Department may furnish new materials to be used in lieu of salvaged materials.

METHOD OF MEASUREMENT

618.04.01 Measurement. New or reconstructed guardrail will be measured by the linear meter (linear foot) measured along the front face of the rail between centers of posts.

Guardrail terminals, trailing end anchors, anchor terminals, guardrail-bridge rail connections, or guardrail-barrier rail connections, will be measured by the each.

Guardrail posts and guardrail blocks will be measured by the each only when they are listed as separate items in the proposal. Guardrail posts and guardrail blocks will only be measured for payment at designated locations as shown on the plans and shall otherwise be considered as included in other items of work.

The additional guardrail beam elements required to construct double beam rail (nested beams) will not be measured or paid for directly.

Guardrail quantities shown on the plans are approximate. During construction the need for guardrail will be reviewed and a revised amount of guardrail required will be provided. Furnish only guardrail materials required by the Engineer's revised list.

BASIS OF PAYMENT

618.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Galvanized Guardrail	Linear Meter (Linear Foot)
Galvanized Guardrail (Triple Corrugations)	Linear Meter (Linear Foot)
Reconstruct Guardrail	Linear Meter (Linear Foot)
Guardrail-Bridge Rail Connection (Triple Corrugation)	Each
Guardrail-Barrier Rail Connection (Triple Corrugation)	Each
Guardrail Terminal (Flared)	Each
Guardrail Terminal (Tangential)	Each
Trailing End Anchor	Each
Anchor Terminal	Each
Guardrail Post	Each
Guardrail Block	Each

SECTION 619

OBJECT MARKERS AND GUIDE POSTS

DESCRIPTION

619.01.01 General. This work consists of furnishing and installing object markers and guide posts.

This work also consists of furnishing and installing milepost markers (posts only) and post mile markers (post only).

MATERIALS

619.02.01 General. Material shall conform to the following Section:

Object Markers and Guide Posts.....Section 721

Flexible Type 2 Object Markers capable of rebounding after impact may be substituted for the metal Type 2 Object Markers indicated in the plans. Use flexible Type 2 Object Markers listed in the QPL.

When flexible guide posts are specified for use, use flexible guide posts listed in the QPL.

The color of flexible guide posts shall be white and the reflective sheeting shall be as indicated on the plans. The date of manufacture shall be permanently stamped on flexible guide posts.

Furnish and install posts for milepost markers, conforming to the requirements for metal posts for guide posts, at the same locations as the existing mileposts. Milepost panels will be installed on the posts by the Department.

Furnish and install posts for post mile markers, conforming to the requirements for metal posts for Type 3 Object Markers, at the same locations as the existing post mile markers. Post Mile panels will be installed on the posts by the Department.

CONSTRUCTION

619.03.01 General. Assemble, fasten, set, and align target members and reflectors appropriate to the color involved. Tighten all fastenings.

Install flexible guide posts according to the manufacturer's recommendations and as specified.

Place object markers at approved locations.

Install Flexible Type 2 Object Markers according to the manufacturer's recommendation and as specified.

Place guide posts and object markers when ordered for the protection of the public traffic. Replace guide posts and object markers which may be subsequently damaged by public traffic. Replacement guide posts and object markers will also be measured and paid for at the contract unit bid prices.

METHOD OF MEASUREMENT

619.04.01 Measurement. Object markers and guide posts will be measured by the each.

Milepost markers (posts only) and post mile markers (posts only) will be measured by the each.

BASIS OF PAYMENT

619.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Guide posts will be paid for on an each basis and each type (rigid or flexible), as specified in the estimate and proposal, will be considered separately. Note that the metal guide posts are classified as the rigid type of guide posts.

Payment will be made under:

Pay Item	Pay Unit
Guide Posts (type)	Each
Object Markers (type)	Each
Milepost Markers (Posts Only)	Each
Post Mile Markers (Posts Only)	Each

SECTION 621

MONUMENTS

DESCRIPTION

621.01.01 General. This work consists of perpetuating survey monuments.

MATERIALS

621.02.01 General. Materials shall conform to the following Section and Subsection:

Portland Cement Concrete	Section 501
Bar Steel Reinforcement	Subsection 713.03.03

Concrete shall be Class A or Class AA Portland cement concrete.

The NPS 6 [168.3 mm (6.625 in.) outside diameter] galvanized steel pipe riser for survey monuments shall conform to ASTM A53, Type S, Grade B, Schedule 40.

The NPS 5 [141.3 mm (5.563 in.) outside diameter] steel pipe for the cover for survey monuments shall conform to ASTM A53, Type S, Grade B, black finish, 3.96 mm (0.156 in.) minimum wall thickness.

The welded steel cover for survey monuments shall conform to ASTM A36. Welding shall conform to Section 506.

The cast iron cover and ring for survey monuments shall conform to Subsection 712.03.02.

The bronze disks for survey monuments shall be commercial quality survey monuments. Provide bronze disks meeting the requirements of the governmental agency having jurisdiction thereof.

CONSTRUCTION

621.03.01 Installation. Concrete construction shall conform to Section 502.

Perpetuate Survey Monuments. Perpetuate survey monuments at existing monument location. Excavate a hole for the survey monument to the required depth. Place concrete for base. Install the bronze disk in the required position for the survey monument after the concrete has set sufficiently. Construct risers and covers as shown on the plans.

Label the survey monument covers with the word "Survey." Use letter heights of at least 25 mm (1 in.).

Perpetuate the monuments according to Nevada Revised Statutes Chapter 329 & 625, by a Licenced Nevada Professional Land Surveyor, and tie to 2 existing NDOT construction control monuments utilizing NDOT's Special Instruction for Survey or Mapping Consultant's Manual, which is available from the NDOT Location Division, phone (775) 888-7486. Public Land Survey Corners are to be set in a survey well and referenced by 4 tie monuments set outside the construction zone. Send a copy of the recorded Corner Record for each monument with a written report by the land surveyor identifying the character, location, description, and ties of the new monument to the Chief Land Surveyor, Headquarters Building, 1263 S. Stewart Street, Carson City, Nevada 89712.

All found stamped or tagged survey monuments and public land survey corners will be listed in contract plans. Perpetuate all such monuments if they will be destroyed by construction activities. Notify the Engineer of any other survey monuments discovered during construction, which are not listed in the contract plans, which may be disturbed by construction activities. Perpetuate any such discovered survey monuments if directed.

METHOD OF MEASUREMENT

621.04.01 Measurement. The perpetuating of survey monuments will be measured by the each.

BASIS OF PAYMENT

621.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the con-

tract price per unit of measurement for the pay item listed below that is shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

When a bid item is not provided for perpetuating survey monuments, and if directed to perpetuate any discovered survey monuments, the perpetuation of the survey monuments will be paid for as extra work according to Subsection 104.03.

Payment will be made under:

Pay Item	Pay Unit
Perpetuate Survey Monument	Each

SECTION 623

SIGNALS, LIGHTING AND INTELLIGENT TRAFFIC SYSTEMS

DESCRIPTION

623.01.01 General. This work consists of furnishing and installing, modifying or removing traffic signals, traffic signal master control assemblies, controller cabinets, vehicle detection systems, pedestrian push buttons, interconnection facilities, ramp metering systems, flashing beacon systems, highway lighting systems, high mast lighting systems and high mast raising and lowering devices, sign illumination systems, traffic count stations, communication conduit, traffic monitoring stations, electrical equipment in structures, falsework lighting, partial installations for future systems, or combinations thereof.

This work also consists of furnishing and installing fiber optic cable including distribution equipment, splicing, and jumper cables.

This work also consists of furnishing and installing emergency vehicle optical detector (EVOD) systems at signalized intersections on signal standards and in control cabinets.

The locations of traffic signal control equipment, power services, lighting system standards and masts, illuminated sign structures, conduit runs, and all other appurtenances shown on the plans are approximate and the exact locations will be established in the field. Determine the exact location of all utilities, ariel and buried, that may interfere with equipment and systems installation. See Subsections 105.06 and 107.17.

All systems and system components must pass functional tests and be completely operational before final acceptance.

Where an existing system is to be modified, reuse the existing material in the revised system, or remove, salvage, and stockpile or abandon as shown on the plans, as specified in the Special Provisions or as directed. Unless otherwise specified, haul and stockpile salvaged materials not incorporated into the new system to an approved site designated by the owner or as designated. Such material shall remain the sole property of the owner.

623.01.02 Abbreviations and Definitions. Definitions of words and phrases pertaining to traffic control signal systems and related type work shall be as defined in the standards of NEMA (TS 1 and TS 2), applicable ITE documents, the MUTCD, this Subsection, and Subsections 101.02 and 101.03.

Beacon. A flashing signal indication used for hazard identification, school crossing, intersection control, or advance warning.

Electrolier. The complete assembly of lighting standard, luminaire, ballast and lamp.

ETL. Electronic Testing Laboratories.

FAST. Freeway and Arterial System of Transportation.

High Mast Standard. The pole designed specially to support the High Mast Head Frame Assembly.

High Mast Head Frame Assembly. The complete ring assembly that supports the luminaires, guide mechanism, cable sheaves, cable and includes the internally mounted lowering wench.

ICEA. Insulated Cable Engineers Association.

ISO. International Standards Organization.

ITS. Intelligent Transportation Systems. Intelligent Transportation Systems (ITS) represents the next step in the evolution of the State's entire transportation system. It involves the latest in computers, electronics, communications and safety systems. These advancements can be applied to our transportation infrastructure of highways, streets and bridges, to integrate with a growing number of vehicles, including cars, buses, trucks and trains.

Lighting Standard. The pole and mast arm which support the luminaire all of which make up the electrolier.

LVACTS. Las Vegas Area Computer Traffic System.

Maintaining Agency. Public entity, such as a city or county, responsible for the electrical energy costs and maintenance of the approved and accepted signal, lighting, and intelligent traffic system.

RUS. Rural Utilities Service (Past REA)

Video Detector. A detector that detects vehicles in multiple lanes utilizing multiple user definable detection zones through interactive graphics by placing virtual lines and/or boxes in an image display on a video monitor.

623.01.03 Regulations, Codes and Jurisdictional Policies. All electrical equipment shall conform to the standards of the National Electrical Manufacturers Association (NEMA), Insulated Cable Engineers Association (ICEA), Electronic Industries Association (EIA), and be listed by the Underwriters Laboratories, Inc. (UL), wherever applicable. In addition to the requirements of the plans, these specifications, and the Special Provisions, all materials and workmanship shall conform to the National Electric Code (NEC), American Society for Testing and Materials (ASTM), American National Standards Institute (ANSI), International Municipal Signal Association (IMSA), Illumination Engineering Society (IES), Rural Utilities Service (RUS), Institute of Electronic and Electrical Engineers (IEEE), Electric Utility Service Equipment Requirements Committee (EUSERC), National Transportation Communications for ITS Protocol (NTCIP), and any local ordinances or maintaining agency requirements which may apply.

In addition to the above requirement, materials, equipment, and installation/construction procedures must meet the specifications and standards of the maintaining agency. Where specific products or materials are designated for specific agencies, only those items will be allowed for those agencies.

623.01.04 Submittals, Equipment List and Drawings. Unless otherwise permitted in writing, within 15 days following approval of the contract, submit for approval, a list of all equipment and materials proposed for installation. Provide such list complete with name of manufacturer, size, and identifying number of each item. Supplement the list by such other data as may be required, including schematic wiring diagrams and scale drawings of cabinets showing location and spacing of shelves, terminal blocks and equipment, including dimensioning.

Submit 6 copies of the above data for review. Where electrical equipment is constructed as detailed on the plans or supplied from one of the providers as shown in the QPL, the submission of detailed drawings and diagrams will not be required.

Before ordering signal poles, field verify the pole locations, mast arm lengths, and the tenon locations.

Field weld all tenons after pole and mast arm delivery in accordance with the requirements of Subsection 623.02.11 and Section 506.

Provide wiring schematic diagrams for all cabinet circuitry. Furnish two reproducible film positives with mylar base and one hard copy thereof, of the cabinet schematic wiring diagram for each controller cabinet. In lieu of reproducible film positives, Micro Station DGN files delivered on a CD rom will be acceptable.

The diagrams shall show the location of the installation and shall list all equipment installed in each cabinet. In addition, for each signal installation, furnish an intersection sketch showing poles, detectors, field wire connection terminals and intersection phasing. Place the hard copy of the controller cabinet diagram and the intersection and phase diagram in a heavy duty plastic envelope with side opening, and attach to the inside of the door of each controller cabinet. The Engineer will forward the two reproducible film positives or Micro Station DGN files to the Department's Safety/Traffic Division.

Submit all schematic wiring diagrams of the controllers and auxiliary equipment, all cabinet diagrams, and all operation manuals at the time the controllers are delivered for testing or, as directed, previous to purchase. Identify, by name or number, parts and circuits shown on this diagram in detail.

For internally illuminated street name signs, provide shop drawings showing the message for each sign and include the size of letters, symbols and arrows as shown on the plans and as furnished.

623.01.05 Warranties, Guarantees and Instruction Sheets. Deliver manufacturer's warranties and guarantees furnished for materials used in the work and instruction sheets and parts lists supplied with materials before acceptance of the project.

623.01.06 Maintaining Existing and Temporary Electrical Systems. Keep existing electrical systems (traffic signal, interconnect, ramp metering, highway and street lighting, flashing beacon, traffic monitoring, sign illumination and other facilities), or approved temporary replacements thereof, in satisfactory operation for the benefit of the traveling public during the progress of the work, except when shutdown is permitted to allow for alterations or final removal of the systems. Limit the traffic signal shutdowns to normal working hours, or as specified in the Special Provisions. For lighting system shutdowns, do not interfere with the regular lighting schedule, unless otherwise permitted. Give at least 2 working days notification before performing work on existing systems.

Notify the local traffic enforcement agency and the traffic signal maintenance agency and obtain written approval before any operational shutdown of a traffic signal or lighting system.

State or local forces will continue operation and maintenance of existing electrical facilities. The State or local authorities will furnish electrical energy for operation and will repair or replace facilities damaged by public traffic or by State or local forces.

Promptly repair or replace facilities damaged by operations according to these specifications. Immediately give notification if any existing interconnect, loop detector or lead-in conductor is damaged by operations, including that portion leading to the termination pull box. Replace the affected detectors within 24 hours. Immediately begin repairs for any damaged interconnect conduit and/or cable. For failure to complete the repairs within these periods, the repairs may be made by State or local agency forces at the Contractor's expense, with the cost of performing such repairs or replacements deducted from any moneys due or to become due.

Ascertain, and be responsible for confirming the exact location, horizontally and vertically, of existing conduit runs, pull boxes, detectors and other electrical facilities before using any tools or equipment that may damage such facilities or interfere with any electrical system.

Where roadways are to remain open to traffic and existing lighting systems are to be modified, keep the lighting systems in operation and make the final connection to the modified circuit so that the modified circuit will be in operation by nightfall of the same day.

Keep temporary electrical installations in effective operation until the temporary installations are no longer required for the traveling public. Remove temporary installations according to Subsections 623.02.03, 623.02.04, and 623.02.05.

These provisions will not relieve the responsibilities as provided in Subsections 107.11 and 107.16.

A temporary overhead cable system or temporary portable signal system may be used for the existing signal system circuitry in lieu of maintaining the underground installations during construction. Provide signal heads with a 4.5 m (15 ft) minimum and a 5.8 m (19 ft) maximum clearance above the travel lane to the bottom of the signal head. For signal systems in a local area network, maintain the interconnect.

If modifying an existing system, consider work not shown on the plans or specified in the Special Provisions and necessary to keep all or any part of the existing system in effective operation as included in the prices paid for the systems, or bid items, with no additional compensation.

Should an existing system be temporarily shutdown, cover all signal heads, and establish intersection traffic control according to the MUTCD, as shown in the plans or as directed.

623.01.07 Scheduling of Work. Schedule work so that each traffic signal, highway lighting and sign illumination system is completed and ready for operation before opening the corresponding section of the roadway to traffic.

Do not place traffic signals in operation for use by public traffic without the energizing of street lighting at the intersection to be controlled if street lighting exists or is being installed in conjunction with the traffic signals.

Do not place traffic signals in operation until the roadways to be controlled are open to public traffic.

Do not place highway lighting and traffic signals in operation, including flashing operation, before commencement of the functional test period specified in Subsection 623.03.21.

Do not pull conductors into conduit until pull boxes are set as specified to Subsection 623.02.17.

In rural areas, place traffic signals at new locations in flashing operation for a minimum of 24 hours before switching to normal operation. In urban areas or areas where driver familiarity exists, flash or turn on as directed and in concurrence with the local traffic agency.

If soffit lights or lighting for pedestrian structures are ordered placed in operation before permanent power service is available, the cost of installing and removing temporary power service will be paid for as extra work as provided in Subsection 104.03.

623.01.08 Safety Precautions. Obtain a daily safety circuit clearance before starting work on existing series street lighting circuits. Pull bypass switch plugs and post proper construction signs at switch boxes before any work is done.

Do not leave electrical systems in an exposed or otherwise hazardous condition. Close and lock all electrical boxes, cabinets, pole hand-holes, or other locations which contain wiring, either energized or non-energized, during non-working hours.

Cap or otherwise seal electrical raceway or duct openings from the entrance of water and dirt. Protect all wiring from mechanical injury.

MATERIALS AND INSTALLATION

623.02.01 Construction and Material Requirements. Electrical work shall conform to NEC requirements and to applicable local ordinances. Obtain construction permits from State and local agency prior to constructing traffic signals, lighting systems, or other electrical installations required by the contract.

Only journeyman electricians or electrical apprentices directly supervised by a journeyman electrician shall perform electrical work or install electrical material.

All work performed on traffic signal installations must be performed or be directly supervised by a journeyman electrician certified as IMSA Level II or higher.

623.02.02 Removing and Replacing Improvements. Replace or reconstruct improvements such as sidewalks, curbs, gutters, Portland cement concrete and asphalt concrete pavement, base material, lawns, and plants, and any other improvements removed, broken, or damaged with the same kind of material as found on the work or with materials of equal quality at own expense. Leave the new in a serviceable and satisfactory condition.

Saw cut the outline of all areas to be removed in concrete sidewalks, driveways, and in pavements to a minimum depth of 40 mm (1.5 in.) with an abrasive type saw before removal. The cut for the remainder of the required depth may be made by a satisfactory method. Make cuts neat and true with no spalling outside the removal area.

Whenever a part of a square or slab of existing concrete sidewalk or driveway is broken or damaged, remove the entire square or slab and reconstruct the concrete as above specified.

623.02.03 Salvaging Electrical Equipment. Where shown on the plans or ordered, salvage for reuse by the maintaining agency the existing electrical equipment to be removed, including controller units, cabinets, signal heads, luminaires, standards, mast arms, ballasts, transformers, service equipment, pull boxes, and detector contact units.

Exercise care in removing, storing, and salvaging electrical equipment so that it will remain in its original form and existing condition. See Subsections 107.11 and 107.12. Replace any electrical equipment which is determined to have been damaged or destroyed by operations.

Unless otherwise specified, underground conduit, conductors, foundations, and detector frames not reused shall become the property of the Contractor and shall be removed from the highway right of way, except if not interfering with other construction, said materials, except foundations, may be abandoned in place.

See Subsection 623.02.13, regarding foundations to be abandoned.

Fill holes formed by removing pull boxes and foundations with material equivalent to the surrounding material.

623.02.04 Reinstalling Salvaged Electrical Equipment. When salvaged electrical equipment is to be reinstalled, furnish and install all necessary materials and equipment, including signal mounting brackets, anchor bolts, nuts, washers, and concrete as required to complete the new installation.

Clean, paint, and re-lamp traffic signal, flashing beacon, and lighting fixtures to be reinstalled.

Replace with new material any existing materials required to be relocated and found to be unsatisfactory. The cost therefore will be paid for as extra work as provided in Subsection 104.03.

623.02.05 Stockpiling Salvaged Electrical Equipment. Salvage and stockpile existing equipment removed and not reused at the designated location and as directed.

623.02.06 Galvanizing. Galvanize according to Section 715.

Cabinets may be constructed of material galvanized before fabrication according to ASTM A653, Coating Designation Z275.

Hot dip galvanize iron or steel pipe standards and pipe mast arms after fabrication according to ASTM A53.

Hot dip galvanize tie-rods, nuts, washers, clamps, and other miscellaneous ferrous parts after fabrication according to Section 715.

Galvanize not less than 250 mm (10 in.) of the upper end of the anchor bolts, anchor bars, or studs, and all nuts and washers according to Section 715.

After galvanizing, the bolt threads shall accept galvanized nuts without requiring tools or causing removal of protective coatings.

Galvanizing of existing materials in an electrical installation will not be required.

Coat cadmium plated bolts on lighting pole slip bases with cold galvanizing compound after installation.

623.02.07 Painting. Painting of electrical equipment and material shall conform to the maintaining agencies requirements.

Painting of electrical equipment and materials shall conform to Section 614, with the following additions and modifications.

Paint materials for electrical installation, unless otherwise specified, shall conform to the requirements in Section 714.

Factory or shop cleaning methods for metals will be acceptable if equal to the methods specified herein.

In lieu of the temperature and seasonal restrictions for painting as provided in Section 614, paint may be applied to equipment and material for electrical installations at any time approved.

Clean all ferrous surfaces to be painted as provided in Subsection 614.03.03 (a), before applying the prime coat. Do not blast clean galvanized metal surfaces in satisfactory condition.

Wash existing equipment to be painted in the field, including state-furnished equipment, with a stiff bristle brush using a solution of water containing 10 ml of heavy duty detergent powder per liter (2 tablespoons/gal). After rinsing, wire brush surfaces with a coarse, cup shaped, power driven brush to remove all poorly bonded paint, rust, scale, corrosion, grease, or dirt. Remove any dust or residue, remaining after wire brushing, before priming.

Unless otherwise specified, galvanized metal poles and metal guard posts will not require painting.

Unless otherwise specified, apply two finishing coats of Aluminum Paint conforming to Section 714 to the following non-galvanized equipment: Reused lighting and signal standards, and reused luminaires; and to exterior surfaces and un-galvanized steel edges of rain-tight enclosures (switches, service, control equipment, transformers, etc.).

Paint or powder coat signal controller cabinets white.

Finish the interior of signal hoods, louvers, and front faces of back plates with two coats of Enamel; Traffic Signal, Lusterless, Black, as provided in Section 714, except that factory enamel finish in good condition will be acceptable.

Finish signal heads, signal head mounting, brackets and fittings, outside of hoods, pedestrian push button housings, pedestrian signal head housings and hoods, and back faces of back plates with two coats of Enamel; Traffic Signal, Dark Olive Green, as provided in Section 714.

Painting of outside of signal heads and other signal equipment which have been factory enameled in dark olive green and are in good condition, may be omitted.

Factory finish on new equipment will be acceptable if of proper color and if equal in quality to the specified finish.

Finish all conduit and conduit fittings that are above ground in the same manner as the adjacent standard or post.

Give reused equipment, that was previously galvanized, two finishing coats over the entire surface of repaired areas.

Clean and paint reused galvanized equipment that has extensively rusted areas as provided for non-galvanized equipment.

Clean and paint small rusted or repaired areas of reused galvanized equipment as provided for repairing damaged galvanized surfaces.

Apply paint coats either by hand brushing or by approved spraying machines. Perform the work in a neat and workmanlike manner. The right is reserved to require the use of brushes for the application of paint, should the work done by the paint spraying machine prove unsatisfactory or objectionable.

SERVICE SYSTEMS

623.02.08 Service. Electrical service installation and materials shall conform to the requirements of the serving utility, and the requirements of NEC Article 230. Use service pedestals listed in the QPL.

Install service equipment as soon as possible to enable the utility to schedule work well in advance of the completion of the project.

Energy used before completion of the contract will be charged to the Contractor, except that the cost of energy used for public benefit, when such operation is ordered, will be at the expense of the State or local authorities.

Full compensation for furnishing and installing service poles, service equipment, trenching, conduit, weatherhead, conductors (including equipment, conduit, and conductors, placed on utility owned poles, and the additional conductor where the serving utility requires three wire, 120/240 V service into the meter socket for a 120 V load), and for any service connection fees, will be included in the contract item underground or overhead electrical service and no additional compensation will be allowed therefore.

Provide service conduit and risers for multiple lighting or traffic signals meeting the requirements of the serving utility, where applicable, and the requirements of the NEC. Provide service conduit for multiple lighting and traffic signals not less than 50 mm (2 in.) in size.

Provide electrical service installation and materials that conform to the requirements of the serving utility.

If specified, supply an approved weatherhead.

When the service equipment is to be installed on a utility-owned pole, furnish and install conduit, conductors and all other necessary material to complete the installation of the service. The position of the riser and equipment will be according to the utility requirements.

Service conduit shall conform to the requirements of the serving utility and shall be not less than Schedule 40.

Where a kilowatt-hour meter is required, furnish and install a meter socket with a sealing ring, as approved by the serving utility. Where a meter socket is installed, provide the meter enclosure with a factory installed test bypass facility as required by the serving utility.

Install service equipment as soon as possible to enable the utility to schedule its work well in advance of the completion of the project or need for power. Give notification upon installation of new improvements so the Department can schedule inspection by the serving utility.

Provide each service with a circuit breaker which can simultaneously disconnect all ungrounded service entrance conductors.

Provide quick-break on either automatic or manual operation circuit breakers. The operating mechanism shall be enclosed and shall be trip-free from the operating handle on overload. Circuit breakers shall be trip-indicating, shall have frame size plainly marked and shall have trip rating clearly indicated on the operating handle. Overload tripping of breakers shall not be influenced by an ambient temperature range of from –18 °C (–0.4 °F) to 50 °C (122 °F). Multiple-pole breakers shall be the internal trip type. All circuit breakers shall be listed by UL or ETL. Current rating of breakers shall be as shown on the plans. Circuit breakers used as service disconnect equipment shall have a minimum interrupting capacity of 10,000 A, rms. Enclose circuit breakers in a NEMA rain-tight enclosure with dead-front panel and hasp with a 11 mm ($^{7}/_{16}$ in.) hole for a padlock. The padlock will be furnished by the Department.

Finish service equipment enclosures as required by the maintaining agency. In the absence of agency requirements, powder coat white or with a color as specified.

Fabricate service equipment enclosures from galvanized sheet steel, aluminum, or sheet steel that is zinc or cadmium plated after fabrication. Paint steel enclosures according to Subsection 623.02.07. Overlapping exterior seams and doors shall meet the requirements for Type 3R enclosures specified in the NEMA Enclosure Standards.

If an alternative design is proposed for service equipment enclosures, submit plans of that design for approval.

Full compensation for furnishing and installing State-owned or permanent service poles, service equipment, conduit, conductors and pull boxes (including equipment, conduit and conductors placed on utility-owned poles) shall be considered as included in the contract item of electrical work involved and no additional compensation will be allowed therefore.

Where the service point is indeterminate and is shown on the plans as an “approximate location” or “service point not yet established,” the cost for making the connection between the service point, when established, and the nearest pull box shown on the plans will be paid for as extra work as provided in Subsection 104.03.

623.02.09 Transformers. Multiple to multiple and series to multiple transformers shall be of the single-phase, dry type designed for operation of a 60 Hz supply.

(a) Electrical Requirements. Transformer ratings shall be 120 to 480 V, 240 to 480 V, or 480 to 120 V for multiple to multiple units and 6.6 A to 118 V or 6.6 A to 480 V for series to multiple units or other ratings as shown on the plans.

Center tap secondary 480 V windings and ground the center tap.

Special taps for high or low voltages will not be required.

Volt-ampere ratings shall be as shown on the plans.

Do not exceed transformer efficiency of 95% for multiple to multiple units and 80% for series to multiple units.

Average temperature rise of windings, at full load, shall conform to NEMA requirements for Class A insulation.

Provide secondary voltage regulation and tolerance of ± 3% from half load to full load for multiple to multiple units and +10% (maximum) at no load to ± 3% at full load for series to multiple units.

Provide external leads for multiple to multiple and series to multiple secondary connections of Type RHW-USE, No. 10, rated 600 V, AC. Primary conductors for series to multiple transformers shall be rated for use on 5,000 V, AC circuits.

Provide transformer insulation of NEMA Class F or better.

Use potting compound conforming to the temperature requirements of NEMA Class A insulation.

Series to multiple transformers shall withstand the application of 12,000 V (RMS, 60 Hz) from core to primary coil and from coil to coil for 1 minute period.

Series to multiple transformer secondaries and multiple to multiple transformers shall withstand the application of 2,200 V (RMS, 60 Hz) from core to coils, and, for multiple units only, from coil to coil for a 1 minute period.

Make the above test immediately after operation of the transformer at full load for 24 hours.

(b) Physical Requirements. Securely encase submersible type transformers in a rugged, corrosion resistant, watertight case which can withstand a 5 day test submerged in 610 mm (2 ft) of salt water (2% salt by mass) with 12 hour on and off periods. The operating periods shall be at full load.

Submersible units shall be capable of withstanding a shock test as specified in MIL-STD- 202; Test Method 205; Test Condition C. Mounting for shock test may be by any convenient means.

Proof of performance after the above tests shall be as follows:

1. Continuity in all windings.
2. Insulation test at 90% of initial test voltage.
3. No evidence of physical damage such as cracks.

Provide each transformer to be installed in a pull box of the submersible type and provide with a handle and a hanger as shown on the plans for ballast installation in pull box.

Provide nonsubmersible transformer units with metal half-shell coil protection, with moisture resistant, synthetic varnish impregnated windings and suitable for outdoor operation in a rain-tight enclosure.

Extend transformer leads a minimum of 300 mm (12 in.) from the case. Bring leads of submersible units out through 1 sealed hub and secure in a manner which will withstand a 450 N (101 lb) static pull without loosening or leaking.

623.02.10 Photoelectric Controls. Provide photoelectric controls, of the type as specified in the Special Provisions or as shown on the plans capable of switching multiple lighting systems directly through a high voltage controller.

(a) Types. Type I photoelectric control shall consist of a photoelectric unit and a contactor in a single weatherproof housing.

Type II photoelectric control shall consist of a photoelectric unit in a weatherproof housing and a separate contactor located in a traffic signal controller cabinet.

Type III photoelectric control shall consist of a photoelectric unit and a separate contactor, each in a separate weatherproof housing.

Type IV photoelectric control shall consist of a photoelectric unit in a weatherproof housing which plugs into an EEI-NEMA twist lock receptacle integral with the luminaire.

Provide a switch to permit manual operation of the lighting circuit for each Type I, Type II, and Type III photoelectric control. Provide switches of the single-hole mounting toggle type, single-pole, single-throw, rated at 12 A, 125 V. Furnish switches with an indicating nameplate reading “Auto-Test” and connect in parallel with the load contacts of the photoelectric unit.

(b) Photoelectric Unit. The photoelectric unit shall provide an output in response to changing light levels. The response level shall remain stable throughout the life of the control unit. Components of the unit shall not require periodic replacement.

Units for highway lighting shall have a “turn-on” between 10 and 54 lx (1 and 5 foot candles) and a “turn-off” at between 1.5 and 5 times “turn-on.”

Units for illuminated signs shall have a “turn-on” level of between 210 and 320 lx (20 and 30 foot candles). Turn-on level specified above corresponds to a switching level of approximately 430 to 650 lx (40 to 60 foot candles) measured in the horizontal plane. “Turn-off” level shall not exceed 3 times “turn-on” level.

Measurements shall be by the procedures set forth in EEI-NEMA Standards for Physical and Electrical Interchangeability of Light-Sensitive Control Devices Used in the Control of Roadway Lighting.

Furnish photoelectric controls, except Type IV, with a 100 mm (4 in.) minimum inside diameter slipfitter containing a terminal block and with cable supports or clamps to support pole wires.

The photoelectric unit receptacle shall be the EEI-NEMA type. Use mounting brackets where pole-top mounting is not possible. Install photoelectric controls at the locations shown on the plans and orient as directed.

For switching 480 V, 60 Hz circuits, install 100 VA, minimum, 480 to 120 V transformer in the contactor enclosure to provide 120 V for the photoelectric control unit. Where more than 1 photoelectric unit is to be

installed at the same location, a single transformer, with a VA rating capable of handling the total controlled load, may be used.

Screen photoelectric units to prevent artificial light from causing cycling.

The photoelectric unit shall also conform to the following:

1. The supply voltage rating shall be 60 Hz, 105 to 130 V, 210 to 240 V, or 105 to 240 V, as required.
2. The load rating shall be 800 W minimum, incandescent, mercury vapor or fluorescent.
3. The operating temperature range shall be from –30 to 65 °C (–20 to 150 °F).
4. The power consumption shall be less than 10 W.
5. Provide the base of the unit with a 3 prong, EEI-NEMA standard, twist-lock plug mounting.

(c) Contactor. The contactor shall have contacts rated to switch the specified lighting load and shall be normally open, unless otherwise specified.

Provide a contactor of the mechanical armature type consisting of an operating coil, a laminated core, a laminated armature, contacts and terminals. Contacts shall be fine silver, silver alloy, or a superior alternative material.

(d) Contactor and Test Switch Housing. For Type I control, the enclosure shall house the test switch only. For Type III control, house the contactor and test switch in a suitable NEMA Type 3R enclosure. Provide the enclosure with a factory applied rust-resistant prime coat and baked enamel finish coat. Apply 2 coats of aluminum as specified in Section 614. The enclosure may be hot-dip galvanized in lieu of painting. Provide a minimum of 65 mm (2.5 in.) between contactor terminals and end of enclosure for wiring connections. Mount the enclosure on the same standard as the photoelectric unit at a height of approximately 1.8 m (6 ft) above the base.

For Type II control, house the test switch in the traffic signal controller cabinet with the contactors.

(e) Wiring. Use No. 12 conductors between the photoelectric unit and an external contactor and run inside the lighting standard, or in conduit, unless otherwise shown on the plans.

STANDARDS

623.02.11 Standards and Posts. Standards consist of a shaft with a base, anchor bolts, mast arms, if required, and other hardware required to support the traffic signal and highway lighting system apparatus or appurtenance.

Provide complete shop drawings and material certifications for all standards (poles), including lowering devices for high masts within 15 days after award of contract.

In addition to these requirements, design structures in accordance with the requirements of the latest edition of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.

Locate standards for traffic signals and highway lighting and other similar equipment as shown on the plans.

Provide workmanship and finish equal to the best general practice of metal fabrication shops. Perform fabrication and welding according to the requirements of this Subsection and Section 506 with the following exception; use the AWS Structural Welding Code—Steel D 1.1 in lieu of the AWS Bridge Welding Code D1.5.

Construct Type 1-A and Type 1-B standards of not less than 3.2 mm (11 gage) sheet steel or NPS 4, 114.3 mm (4 in.) outside diameter, standard pipe with the top designed for post-top slip-fitter.

Standard pipe shall conform to ASTM A53.

All ferrous metal parts of standards, 4.5 m (15 ft) and longer, shall conform to the details shown on the plans and as specified herein.

Fabricate standards from (a) sheet steel conforming to ASTM A570, Grade 345, ASTM A572, Grade 345 or higher; or ASTM A595, Grade A; or from (b) sheet steel of weldable grade. If alternative (b) is used, the steel, after fabrication, shall have a minimum yield of 330 MPa (48,000 psi).

Fabricate Type 7, Type 8, Type 14 and Type 16 standards of not less than 3.5 mm (10 gage) sheet steel,

except that when material conforming to alternative (b) above is used, use not less than 3.2 mm (11 gage) sheet steel.

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

Fabricate Type 1A, 1B, 7, 8, 14, 16, 28, 30, 30A, 35, and 35A standards and any mast arms to a smooth round appearance with no visible angles in cross section.

Fabricate standards straight, with a permissive variation not to exceed 25 mm (1 in.) measured at the midpoint of standards greater than or equal to 8 m (26 ft) in height, and not to exceed 20 mm (0.75 in.) measured at the midpoint of standards less than 8 m (26 ft) in height.

Strengthen the butt-welded transverse joints by inserting a metal sleeve at each joint. Make the sleeve of 3.5 mm (10 gage) sheet steel and from steel having the same chemical composition as the steel in the standard. The metal sleeve shall have a minimum length of 25 mm (1 in.). Center the sleeve at the joint and with the same taper as the standard with the outside of the sleeve in full contact with the inside of the standard throughout the sleeve length and circumference.

Make welds continuous.

Extend the weld metal at the transverse joint to the sleeve, making the sleeve an integral part of the joint.

Perform longitudinal welds by the submerged arc process.

Grind exposed welds, except fillet welds, flush with the base metal.

Finish exposed edges of the plates which make up the base assembly. Smooth and neatly round exposed corners of such plates to a 3 mm ($^1/_8$ in.) radius, unless otherwise shown on the plans. Provide shafts with slipfitter shaft caps.

Provide push button posts and guard posts conforming to ASTM A53.

Repair holes left in the shafts of existing standards, due to removal of equipment or mast arms, by welding in a suitable disk, grinding smooth, and painting as provided for reused equipment in Subsection 623.02.07.

When directed, repair existing standards to be relocated or reused in place before repainting or re-galvanizing. Remove large dents, straighten shafts, and replace portions which are in poor condition due to corrosion or damage. Extent of repairs or replacements will be determined and said repairs or replacements ordered will be paid for as extra work as provided in Subsection 104.03.

Furnish anchor bolts and nuts required for relocating existing standards.

Galvanize new standards, posts, and other ferrous materials as provided in Subsection 623.02.06.

Give 15 days notification before the start of fabrication so inspection can be provided if necessary. Material not inspected at the fabrication shop will be subject to inspection in the field.

Signal poles, lighting poles, mast arms, electrical cabinets and controller cabinets within the Lake Tahoe Basin shall be primed by the manufacturer and the final two coats to be painted by the Contractor. The color shall be Dark Brown conforming to Federal Color Number 30108 as shown in Table I of Federal Standard No. 595B.

At own option or as specified in the Special Provisions or the plans, the above items may be coated at the factory with a Urethane or Triglycidyl Isocyanurate (TGIC) Polyester Powder to a minimum thickness of 0.05 mm (2 mils). Electrostatically apply the coating and cure in a gas fire convection oven between 175 °C (347 °F) and 205 °C (401 °F).

Aluminum light poles or fiberglass light poles may be furnished and installed in lieu of the galvanized steel standards specified above for the Type 7 and 14 standards.

Select the type of light standard to use for the entire project and do not use a combination of galvanized steel, aluminum, or fiberglass poles.

Where Type 7 and 14 standards are to be installed with existing standards, install standards of the same material composition as the existing standards.

(a) Aluminum Light Poles. Base the structural design of the aluminum light pole on the AASHTO "Standards Specifications for Structural Supports for Highways Signs, Luminaires, and Traffic Signals" for an 128 km/h (80 mph) wind area, and a luminaire effective projected area (EPA) and weight as specified.

Tapered shafts manufactured from aluminum tubing shall conform to ASTM B221, alloy 6061-T6, 6063-T6, or 6005-T5. Tapered shafts manufactured from aluminum sheet shall conform to ASTM B209, alloy 5086-H34. Shafts manufactured from tubing shall be spun drawn, and shafts from sheet shall be formed to a smooth circular, tapered design to provide the specified mounting height.

The shoe base shall be a casting of aluminum that conforms to ASTM B108, alloy 356.0-T6, or ASTM B26, alloy 356.0-T6. Base flanges shall have continuous welds both inside and outside, unless otherwise permitted. Perform welding by the inert gas shielded arc method and produce welds free from cracks and voids. All welding shall conform to the requirements of AWS D1.2 Structural Welding Code-Aluminum, Section 10, Tubular Structures. Manufacture bolt covers from aluminum conforming to ASTM B108, alloy B443.0-F, or ASTM B26, alloy 356.0-F. Heat treat welds after welding.

Equip aluminum standards with an approved dampening device.

Use anodized aluminum or stainless steel hardware with aluminum standards. Bolts to be inserted in aluminum threads shall be stainless steel.

Provide removable bolt covers with each pole, except for poles with safety bases. These may be individual covers for each bolt or a collar. Cast or form covers of aluminum. Attach each bolt cover or section of a collar to the base by means of stainless steel screws 6 mm (0.25 in.) or larger with hexagon or Allen heads. Self-threading screws are not acceptable.

Where a safety base is required, use a safety base of breakaway couplings with an anchor base.

Install the aluminum poles with an anchor base or safety base on the Standard Pile Foundation as shown on Standard Plan Sheet T-30.1.13 for the Type 7 and 14 poles.

Handle and prepare the aluminum poles for installation as recommended by the manufacturer.

The luminaire arms mounted on the aluminum poles shall be aluminum tube mast arms of the similar length and rise of the steel mast arms shown in the plans. Manufacture the mast arm from an aluminum alloy, extruded tube conforming to ASTM B221, alloy 6061-T6 or 6063-T6. All welding shall conform to the requirements of AWS D1.2 Structural Welding Code-Aluminum, Section 10, Tubular Structures. Heat treat welds after welding.

Supply the mast arm with fabricated aluminum brackets welded to the arm. Clamp the mast arm to the pole.

Manufacturers of aluminum poles are listed in the QPL.

(b) Fiberglass Light Poles. Handle and prepare fiberglass poles for installation as recommended by the manufacturer.

623.02.12 High Mast Steel Poles and Head Frame Assembly. A representative of the Manufacturer of the lowering and raising devices shall be in attendance at installation and initial operation of devices for each pole, and shall also conduct a 4 hour training session for Department maintenance personnel at completion of project.

(a) High Mast Steel Poles. Design high mast lighting poles and foundations for a minimum wind speed of 128 km/h (80 mph) in accordance with the current edition of AASHTO "Standard Specification for Structural Supports for Highway Signs, Luminaires and Traffic Signals." Limit the design deflection at the top of pole to 10% of the pole height.

Certify in writing that the pole manufacturer has coordinated his design with the manufacturer of the high mast lowering device and that his design will accept the installation of the total system mechanically, electrically, and in all other respects.

Unless otherwise specified, conduct a geotechnical investigation and prepare a foundation report for the foundation for the high mast steel poles.

(b) Fabrication of Steel Shafts. Furnish detailed drawings of the high mast steel poles and their foundations, along with design calculations showing the stresses and deflections, and submit drawings as working drawings in accordance with Subsection 105.02.

1. Fabrication. Fabricate the shaft from high strength steel and to conform to the design. The shaft may be either circular many-sided construction of the lengths shown or in telescoping sections. The sections shall be cold formed. Taper the shaft uniformly from top to bottom. All galvanized poles shall be telescoping sections.

If a single welded unit shaft is furnished and, because of hauling restrictions, the shaft cannot be shop fabricated in one piece, a field weld will be allowed. Perform field welding by AWS certified welders working for and under the direct supervision of the pole manufacturer. If the shaft is furnished in telescoping sections, the number of sections shall not exceed 5 for shafts 36 m (120 ft) or less, and shall not exceed 6 for shafts up to and including 46 m (150 ft).

The telescoping section may be fabricated either as a one piece unit or as a multi-piece unit of not more than 2 pieces. Fabricate one piece or multi-piece sections of pieces with a minimum length of 3 m (10 ft). Butt weld all pieces in accordance with "2. Welds." below.

Fabricate each shaft section so that it may be telescoped over the next lower section a minimum of 1.5 times the diameter of the female end of the joint. Have the telescoping sections pre-fitted and match marked by the manufacturer. Preassemble each telescoping joint to insure a proper fit. Field assemble the telescoping section as recommended by the manufacturer and in a manner approved.

Racking will not be allowed, and the manufacturer shall guarantee in writing that no settling of the joints will occur.

Fabricate each shaft with a hand hole, complete with a weatherproof cover bolted to a reinforced frame or to a laminated shaft section. Provide a reinforced frame or laminated shaft section to restore the strength lost by the removal of metal for the hand hole. Locate the circuit breaker and winch bracket mounting plate opposite the hand hole.

Provided each shaft with a grounding connection inside near the base of the pole.

The pole manufacturer shall meet Standard Manufacturing Tolerance for straightness of the pole shaft.

The use of laminated or layered steel plates in fabricating the shaft section may be allowed, if it meets the structural requirements of this specification and has been approved by the Department prior to fabrication. Use steel plates having a minimum thickness of 4.76 mm ($^3/_{16}$ in.) for the shaft sections.

2. Welds. Perform welding according to the latest edition of the AASHTO "Standard Specifications for Highway Signs, Luminaires and Traffic Signals," as modified herein.

The shaft of single unit poles and multi-piece telescoping sections shall be butt welded with backed up 100% penetration circumferential transverse welds and shall be ultrasonically inspected by the manufacturer. Grind all circumferential transverse welds, except the base plate connection, flush to +3.18 mm, –0 mm (+$^1/_8$ in., –0 in.). Backup material must be contoured for full contact, continuous, and of the same material as the shaft.

Each shaft may have a maximum of two longitudinal electric welds with 60% minimum penetration. The weld may be ground or rolled flush and smooth.

Weld the shaft to the steel base by either two continuous welds, one at the top of the base and one at the bottom of the shaft, or by full penetration butt welds with a suitable backup strip, if necessary. Size and space the welds to develop the full resisting moment of the shaft.

Do not field weld, except as noted in "1. Fabrication." above.

Visually inspect and test all welds by one of the following methods: (1) ultrasonic method of AWS D1.1 including revisions, (2) magnetic particle method to ASTM E-709, or (3) radiographics method to ASTM E-94, E-390 or E-142-92, as applicable. Submit certified results for review. Test all field welds 100%.

Perform all welding and remove all weld splatter before finishing.

Use weld metal meeting the notch-toughness requirements as specified for bridge application in AWS D1.1 including revisions. Impact tests in accordance with Appendix C of AWS D1.1 are required for electroslag and electrogas weld metal.

3. Mechanical Properties. Supply high-strength steel for the shaft conforming to ASTM A572, Grade 345 (50) and meeting the notch-toughness requirements of the Charpy "V" Notch Test for 20 J at 4 °C (15 ft·lbs at 40 °F). Submit 4 copies of the manufacturer's certified mill test report (chemical and physical properties) covering each heat used on the project. Test a minimum of 3 coupons for each heat after rolling. Retest, from

the same heat, any sample showing less than the minimum yield strength. Failure to the second test is cause for rejection.

Fabricate all base flanges, brackets, and miscellaneous hardware from steel plate having a minimum yield strength of 248.2 MPa (36,000 psi).

4. Anchor Bolts. Material for anchor bolts shall conform to ASTM A307 or AASHTO M314, Grade 36 or 55. Ship anchor bolts prior to the delivery of the pole.

Install anchor bolts with a template to insure proper fit of the pole base.

Galvanize anchor bolts and nuts in accordance with ASTM A153-82 (AASHTO M232) a minimum of the threaded length plus 75 mm (3 in.) and comply with ASTM A143-74 for prevention of embrittlement. Provide certification when requested.

Do not weld anchor bolts to make the required lengths. Do not tack or weld to make up the anchor cage.

Supply each anchor bolt with three hex nuts, one of which shall be a lock nut.

Torque anchor bolts as specified by the pole manufacturer.

5. Finish. Galvanize the shaft, base and miscellaneous brackets, when specified on the plans, in accordance with ASTM A123-89a (AASHTO M111-94). Take precautions against embrittlement, warpage and distortion in accordance with ASTM A143-74 and ASTM A384-76. Provide certification when requested.

Do not scratch the pole finish prior to and during erection. However, if the finish is damaged, make repairs in accordance with recommended materials and procedures established by the manufacturer of the finish and the pole, and as approved.

(c) High Mast Head Frame Assembly. The lowering device manufacturer shall have a minimum of 5 years of experience manufacturing and satisfactorily installing lowering devices.

Recruit the services of the manufacturer's representative to assist in the proper installation of the lowering device. The manufacturer shall supply a written manual for installation and operation of the lowering device, with a minimum of five copies per project or one copy per device, whichever is greater. Take care not to damage the lowering device during the installation and erection of the tower.

1. Structural Design. Furnish a lowering device of proven design, construction, and materials that will assure a long, reliable, safe, and low-maintenance life, and is capable of lowering a ring of luminaires to within approximately 1 m (3 ft) of the pole base so that routine luminaire maintenance can be accomplished safely and efficiently.

Provide facilities to energize the entire ring of luminaires while the lowering device is in the lowered position. Supply each pole with a power cable and connectors for this purpose. Furnish a weatherproof, twistlock, 600 V rated service receptacle for the cable.

Attach and equally space hoisting cables to the luminaire ring. Provide a method by which the tension on the hoisting cables are equalized.

In the raised position, the luminaire ring shall be rigidly suspended from equally spaced points by either purely mechanical latches or by cables in tension as specified in the plans and as approved.

If Type I (top latching) is specified, provide a positive automatic mechanical latching system which does not require manual or electrical tripping devices to either latch or unlatch the system. That portion of the latching system which is permanently attached to the top of the pole shall have no moving parts or contain any parts that require adjustment after the pole is erected. Provide visual indication of positive latching. The latching system shall not be impaired by snow or ice accumulations. When latched, all tension shall be removed from the hoisting and winch cables.

If Type II (bottom latching) is specified, provide the cables in tension system with a positive guide and positioning method to prevent rotational, horizontal, or vertical movement of the luminaire ring. Provide a method to equalize the stress on all three cables and remove all tension from the winch and cable assembly when the ring is in the raised position.

Install guide arms and/or rollers on the luminaire ring to prevent hang-up of the ring during raising and lowering, prevent damage to the finish of the tower shaft, and keep the luminaire ring equidistant from the pole at all times.

House the self-lubricating pulleys, which are located at the top of the pole, under a weather-tight cover similar in color to the support assembly.

Provide suspension highly stable and operable (raised or lowered) in 48 km/hr (30 mph) winds.

Power the lowering device winch by a lightweight, remotely controlled, portable, heavy-duty reversible type, minimum of 3/4 horsepower (560 Watt) electric motor. Provide the lowering device provisions for manual operation as a backup, in the event of a loss of power.

Provide a certification from the lowering device manufacturer that he has coordinated his design to accept the installation of the pole and high mast luminaires to insure the proper function of the total system mechanically, electrically, and in all other respects.

At the top of the pole, do not install an electromechanical disconnect in the circuits supplying power to the luminaires. Wire the power cable directly to the terminal blocks in the junction box on the luminaire ring.

Attach the power cable to the luminaire ring in such a manner as to support the full weight of the cable while in the raised position, without pulling out or causing damage to the cable.

2. Materials. Use wire rope attachments, such as thimbles for eyes, clips, compression, and swedge-type fittings approved by the manufacturer. Install and torque in accordance with the manufacturer's recommendations.

Construct the luminaire ring and mast arms of weldable, structural steel with the mast arms of 50 mm (2 in.) diameter pipes for slip-fitter connections to the high mast luminaires. Equally space the mast arms around the ring, unless otherwise specified. The number of mast arms required will be shown on the plans. Provide luminaire rings that are weatherproof and are pre-wired to distribute power from the main power cable. The mast arms shall be easily attached or removed. Furnish one mast arm for each high mast luminaire.

Fabricate the high mast support assembly from weldable structural steel and attach to the pole shaft. Devise a positive method of pole attachment in cooperation with the pole manufacturer to prevent any rotation of the support assembly on the pole top. The support assembly shall house all required pulleys and mechanical latching devices to support the luminaire ring and the luminaires.

Locate the winch assembly at the base of the pole shaft adjacent to the hand hole. Provide a winch assembly with a worm gear drive with a reduction ratio of 30:1 and of the self-locking type, equipped with a take-up guide to prevent cable overlap. Size the assembly adequately to raise and lower the luminaire ring and luminaires at a minimum rate of 3 m (10 ft) per minute. Supply the winch with an inboard and outboard support, designed for hand and mechanical operation by means of a portable electric motor. Securely attach the winch cable to the winch drum and maintain at least three wraps on the drum when the luminaire ring is in the lowered position.

When specified, equip the luminaire ring with a double FAA approved red aircraft obstruction marker and dry type transformer, mounted on the ring assembly with a suitable bracket. Pipe with conduit lock rings will not be allowed. Locate the marker so as to be visible 360 degrees around the pole and turned "on" and "off" with the luminaires. Equip the lights with a multiple transfer relay to instantly change over to a reserve lamp when operating lamp fails. Provide a plug-in type transfer relay and install in a weather tight enclosure.

Provide noncorrosive hardware materials or plate with sufficient coatings to be compatible and comparable thickness as the structural parts of the lowering device.

Secure all fasteners and pins in a manner that will preclude their becoming loosened by vibration. Use self-locking nuts, jam nuts and cotter pins for such purposes.

Ground the pole as shown on the plans.

3. Welding. Perform welding according to Subsection 506.03.16 and AWS D1.1 latest revisions.

Field welds will not be permitted.

Visually inspect and test all welds by one of the following methods: ultrasonic method to AWS D1.1, latest revisions; magnetic particle method to ASTM E709; or radiographic method to ASTM E94, E390 or E142-92. Submit certified results when requested.

Complete all welding and remove all weld splatter before finishing.

4. Finish. Galvanize the high mast head frame assembly after fabrication in accordance with ASTM A123-89a (AASHTO M111-94).

623.02.13 Foundations. Use Class A or Class AA Portland cement concrete conforming to Section 501 for foundations for posts, standards, pedestals and controller bases.

Place foundations monolithically where practical. For posts, standards, and pedestals not on structures, place the top 50 mm (2 in.) of the concrete foundation after the post, standard, or pedestal is in proper position. Form the exposed portions of the foundation to present a neat appearance.

After each post, standard, pedestal, or pedestal on structures is in proper position, place grout under the base plate. Form the exposed portions to present a neat appearance. Use grout consisting of 1 part of Portland cement and 3 parts grout aggregate, by volume and containing only sufficient moisture to permit packing. Grout aggregate shall conform to Subsection 706.03.04. Cure grout by keeping it damp for 3 days.

Keep forms true to line and grade. Finish tops of foundations for posts and standards, except special foundations, to curb or sidewalk grade or as directed. Use rigid forms and securely brace in place. Place conduit ends and anchor bolts in proper position and to proper height, and hold in place by means of a template until the concrete sets.

Use anchor bolts, anchor bars, or studs and nuts conforming to ASTM A307 and provide with 2 nuts and 2 washers each. Galvanize anchor bolts, nuts, and washers according to ASTM A153.

Accomplish plumbing of standards by adjusting nuts before grouting or before the foundation is finished to final grade. Do not use shims or other similar devices for plumbing or raking of posts, standards, or pedestals.

Thoroughly moisten both forms and ground which will be in contact with the concrete before placing concrete. Do not remove forms until the concrete has thoroughly set.

Apply ordinary surface finish to exposed surfaces of concrete, as specified in Subsection 502.03.18.

Where obstructions prevent the construction of a planned foundation, construct an approved foundation.

Extend the foundations shown on the plans if conditions require additional depth. Such additional work, if directed, will be paid for as extra work as provided in Subsection 104.03.

Provide standards to be relocated with new foundations and anchor bolts of the proper type and size. Be responsible for ascertaining bolt pattern and dimensions.

Be fully responsible for verifying bolt patterns for any standards to be relocated or those of standards or cabinets provided by NDOT as "State Furnished Equipment."

For curing time for foundations, refer to Subsection 502.03.21. Do not erect posts, poles, standards (including high mast), and pedestals, until the concrete in the foundations has met these requirements. Plumb or rake as directed.

In unpaved areas, place a raised pad of Portland cement concrete of the size shown on the plans in front of each controller cabinet.

Provide grounding of foundations for standards, pedestals, cabinets, and sign structures containing electrically energized equipment according to Article 250 of the NEC. Use copper grounding or bonding conductors (do not use aluminum).

Construct pole foundations for high mast standards, Type 28, 30, 30A, 35 and 35A standards according to Section 509 unless otherwise specified in the Special Provisions.

Abandonment of Foundations. When a foundation is to be abandoned in place, remove the top of the foundation, anchor bolts, and conduits to a depth of 150 mm (6 in.) below the surface of sidewalk or unimproved ground. Backfill the resulting hole with material equivalent to the surrounding material. There will be no direct payment for this work.

623.02.14 Trenching, Excavating and Backfilling. Perform the excavations required for the installation of conduit, foundations, and other appurtenances in such a manner as to avoid any unnecessary damage to street, sidewalks, landscaping, and other improvements. Do not excavate trenches wider than necessary for the proper installation of the electrical appurtenances and foundations. Perform excavation immediately before installation of conduit and other appurtenances. Place the material from the excavation in a position that will not cause damage or obstruction to vehicular and pedestrian traffic nor interfere with surface drainage.

Unless otherwise permitted in writing, remove and dispose of surplus excavated material according to Subsection 107.14.

Backfill the excavations in conformance with the provisions in Section 207.

Maintain backfilled excavations in a smooth and well-drained condition until permanent repairs are made.

Fill excavations, and restore sidewalks, pavement, and landscaping at each intersection before excavating at any other intersection, unless otherwise permitted.

Perform excavations in the street or highway in such a manner that not more than one traffic lane is restricted in either direction at any time.

Meet the requirements of the serving utility when trenching, backfilling and installing conduit from the utility power source to the utility transformer, and from the transformer to the metering equipment.

Construct the bottom of trenches for rigid nonmetallic conduit relatively free of sharp irregularities which would cause pinching and excessive bending of the conduit. Excavate the trench to 100 mm (4 in.) below the invert grade of the conduit and backfill with a granular material with 100% passing the 9.5 mm ($^3/_8$ in.) size sieve except where backfilled with slurry cement. Make a cradle shape in the granular material cushion to support the conduit. For the first 150 mm (6 in.) of backfill over the top of the conduit use this granular material. Backfill the top 100 mm (4 in.) and compact as shown on the plans or as directed.

When trenching in the existing pavement is specifically allowed or required, perform trenching and conduit installation according to Standard Plan Sheet T 30.1.2.1 and the following:

1. Make the trench no wider than necessary for the conduit to be installed.
2. Use conduit of the rigid nonmetallic type. Use sand bedding conforming to the sieve size requirements for fine aggregate specified in Subsection 706.03.03. Use slurry cement backfill conforming to Subsection 207.02.03.
3. Before placing surface material, apply tack coat as specified in Section 405.
4. Backfill excavated areas in the pavement by the end of each shift.
5. In areas where the pavement is to be rehabilitated or additional pavement is to be placed, complete conduit installation before performing such work.

When trenching roadways under jurisdiction of other agencies, perform work according to the requirements of the maintaining agency.

623.02.15 Wood Poles. Use wood poles for service or temporary installations of ASA Class 5, or larger, Douglas Fir or Southern Yellow Pine.

Use poles with not more than 180 degrees twist in grain over the full length. Sweep shall be no more than 100 mm (4 in.). Bevel top of poles. Place poles in the ground to a depth of at least 2 m (6 ft). The lengths of poles shall be 7.5 m (25 ft) for service poles and 10.5 m (35 ft) for other poles, unless otherwise specified.

After each wood pole is set in the ground, backfill the space around the pole with selected earth or sand, free of rocks and other deleterious material, placed in layers approximately 100 mm (4 in.) in depth. Moisten and thoroughly compact each layer.

Mast arms and tie rods for wood pole installations shall conform to Subsection 623.02.11, and to the details shown on the plans. Provide each mast arm with an insulated wire inlet and wood pile mounting brackets for mast arm and tie rod cross arm.

Mount mast arms for luminaires to provide a mounting height of 9 m (30 ft). Mast arms for traffic signals, flashing beacons, and overhead detectors shall provide a minimum vertical clearance of 5.2 m (17 ft) from bottom of equipment to the pavement.

Pressure treat wood poles, that are not designated to be painted, as provided in Section 615.

ELECTRICAL

623.02.16 Conduit. Run all conductors, multiple conductor cable, and fiber optic cable in conduit, except for overhead and temporary installations and where runs are inside poles.

Provide conduit of the sizes shown on the plans or as specified in this Subsection. At own option and expense, conduit of a larger size than that shown or specified may be used provided the larger size is used for the entire length of the run from outlet to outlet. Do not use reducing couplings.

Submit a certificate of compliance conforming to Subsection 106.05.

Where rigid metallic conduit is used underground, either tar and wrap or spirally wrap it with a corrosion protective polyvinyl chloride or polyethylene pressure sensitive tape, applied with a suitable primer. Use wrap having a nominal thickness of 0.5 mm (20 mils), consisting of either one layer of 0.5 mm (20 mils) tape or two separate layers of 0.25 mm (10 mils) tape. A single wrap of 0.25 mm (10 mils) tape with a half lap will not be acceptable.

Provide rigid metallic conduit meeting the requirements of NEC Article 346 and rigid nonmetallic conduit meeting the requirements of NEC Article 347. Nonmetallic conduit to be installed underground may also be High Density Polyethylene (HDPE) conduit with or without conductors pre-installed. Provide HDPE conduit conforming to UL Standard for Type A and EB rigid PVC conduit, and HDPE conduit with conductors conforming to Publication UL 651A and NEC Article 343.

Furnish conduit to be installed on the surface of poles or structures or other exposed locations of the rigid metal type and unpainted, except paint that exposed conduit installed on a painted structure the same color as the structure.

Where existing rigid metal conduit runs are to be modified or extended, only install conduit of the same material.

Install a pull box whenever an underground conduit changes from the metallic type to non-metallic type.

Where a pull box is installed adjacent to the base of an electrolier, conduit installed from the pull box to the standard shall not be less than 80 mm (3 in.) in diameter.

Where pull boxes are adjacent to the base of signal standards, other than 1-A or 1-B poles, install two 80 mm (3 in.) conduit between the pull box and signal standard. Use one 80 mm (3 in.) conduit for 1-A and 1-B installations.

Use a minimum of four 80 mm (3 in.) conduits between the pull box and controller cabinet pedestal.

Provide conduit for detector runs of not less than 50 mm (2 in.) in diameter. For all conduit not otherwise specified provide conduit 50 mm (2 in.) in diameter.

Install conduit running from a pull box to soffit, wall, or other lights or fixtures below the grade of the pull box in the end of the pull box with the centerline of the conduit terminus a minimum of 125 mm (5 in.) above the bottom of the pull box.

On conduit runs that contain signal cable exceeding 15 m (50 ft) in length, use PVC factory coated rigid metallic bends. On conduit runs 15 m (50 ft) or less, PVC factory coated rigid metallic bends or PVC Schedule 40 conduit bends may be used.

Install conduit according to the codes and regulations listed in Subsection 623.01.03.

Seal the ends of the conduits in pull boxes with duct sealing compound. Use duct sealing compound listed in the QPL.

Conduit runs shown on the plans may be changed to avoid underground obstructions when approved.

Ream the ends of all conduits, whether shop or field cut, to remove burrs and rough edges. Make cuts square and true so that the ends will butt or come together for the full circumference thereof. Do not use slip joints or running threads for coupling conduit. When a standard coupling cannot be used for coupling metal type conduit, use a UL or ETL approved threaded union coupling. Paint the threads on all ferrous metal conduit with rust preventive paint before couplings are made. Tighten couplings for metal type until the ends of the conduits are brought together, providing a sound electrical connection throughout the entire length of the conduit run. Where the coating on metal conduit has been damaged in handling or installing, paint such damaged places with rust preventive paint. Paint exposed un-galvanized threads on metal conduit resulting from field cuts with rust preventive paint. Cut nonmetallic type conduit with a hacksaw or other approved tool that will not deform the conduit. Use nonmetallic type conduit connections of the solvent weld type.

Thread metal type conduit ends and cap with standard pipe caps until wiring is started. When caps are removed, provide the threaded ends with conduit bushings. Provide metal conduits terminating in pull boxes or foundations with insulated bonding bushings. Use bonding bushings of the galvanized or zinc alloy type. Use bushings for nonmetallic conduit of the non-metallic type. Cap nonmetallic type conduit ends until wiring is started.

Provide conduit bends, except factory bends, with a radius of not less than six times the inside diameter of the conduit. Where factory bends are not used, bend the conduit, without crimping or flattening, using the longest radius practicable.

Do not bend HDPE conduit to a radius smaller than the minimum bend radius specified by the conduit manufacturer. Bend plastic coated conduit with a standard bending tool designed for use on plastic coated conduit, and which does not produce burrs and pits. Use methods recommended by the conduit manufacturer for bending of nonmetallic conduit, and with the equipment approved for that purpose. Use equipment that does not expose conduit to direct flame.

Install a nylon pull cord in all conduits which are to receive future conductors. Coil at least 1.5 m (5 ft) of pull string slack up at each termination.

Clean existing underground conduit to be incorporated into a new system with a mandrel or cylindrical wire brush and blow out with compressed air.

Lay conduit to a depth of not less than 450 mm (18 in.) below the curb grade in sidewalk areas and curbed paved median areas, 600 mm (24 in.) below highway pavement grade in road areas and finished grade in all other areas, except that conduit may be laid 300 mm (12 in.) below the top of the existing pavement within new curbed medians being constructed on top of said pavement.

Place conduit runs parallel to curbs adjacent to back of curb, except where in conflict with existing facilities.

Extend conduit stubs from electrolier bases at least 150 mm (6 in.) from face of foundation and at least 450 mm (18 in.) below top of foundation.

If jacking or drilling methods are required, do not disturb pavement without permission. In the event obstructions are encountered, upon approval, small test holes of approved size may be cut in the pavement to locate or remove obstructions. Keep jacking or drilling pits 1 m (3 ft) clear of the edge of any type of pavement wherever possible. Do not use excessive water, such that pavement might be undermined, or sub-grade softened.

Use conduit as recommended by the drilling/jacking company that accommodates or exceeds the requirements of the design.

Conduit to be placed beneath railroad tracks shall comply with the following:

1. Use conduit of rigid metal type, 40 mm (1.5 in.) minimum diameter size and place to a minimum depth of 1 m (3 ft) below bottom of tie. Construct the near side of each conduit jacking pit not less than 3.6 m (12 ft) from the centerline of track. When the jacking pit is to be left overnight, cover it with approved planking.
2. Extend conduit terminating in standards or pedestals not more than 50 mm (2 in.) vertically above the foundation and slope towards the handhold opening. Terminate conduit entering through the side of nonmetallic pull boxes not more than 50 mm (2 in.) inside the box wall and not less than 50 mm (2 in.) above the bottom, and slope toward top of box to facilitate pulling of conductors. Terminate conduit entering through the bottom of a pull box 25 to 50 mm (1 to 2 in.) above the bottom and locate near the end walls to leave the major portion of the box clear. Enter from the direction of the run at all outlets.

Seal underground conduit runs, which are adjacent to gasoline service stations or other installations of underground gasoline or diesel storage, piping, or pumps, and which lead to a controller cabinet, circuit breaker panel, service, or any enclosure where an arc may occur during normal operations if such conduit is within the limits specified in the NEC for Class 1, Division 1, Hazardous Locations. Use rigid metal conduit for such runs.

Thread and cap conduit for future use in structures. Seal conduit leading to soffit, wall, or other lights or fixtures below the grade of the pull box by means of a sealing fitting and sealing compound. Such sealing will not be required where conduit terminates in a structure pull box.

Support conduits in or on walls or bridge superstructures as shown on the plans, and as follows:

1. Use steel hangers, steel brackets, and other fittings conforming to Section 712.
2. Use cast-in-place metal inserts for hangers or brackets capable of developing 138 MPa (20,000 psi) in tension on the net section of the bolt or threaded rod.

3. Use pipe sleeves or form openings for conduits through bridge superstructure concrete.
4. Where conduits pass through the abutment concrete, wrap the conduits with two layers of asphalt-felt building paper, conforming to ASTM D226, Type I, securely taped or wired in place.
5. Fill the space around conduits through bridge abutment walls with Portland cement mortar. The mortar shall consist of 1 part Portland cement and 3 parts of mortar aggregate. Mortar aggregate shall conform to Subsection 706.03.04.
6. When the bridge superstructure is to be prestressed, do not fill the space around conduits through abutments until the pre-stressing has been completed.
7. Place conduit runs on the surface of structures straight and true, horizontal or vertical on the walls and parallel to walls on ceilings or other similar surfaces. Secure conduit with galvanized malleable iron clamps spaced not more than 1.5 m (5 ft) apart.

Where pull boxes are placed in conduit runs, fit the conduit with threaded bushings and bond. See Subsection 623.02.22.

Mark the location of ends of all conduits in structures, or terminating at curbs, by a "Y" at least 75 mm (3 in.) high cut into the face of curb, gutter, or wall, directly above the conduit and above grade line.

623.02.17 Pull Boxes and Junction/Splice Boxes. Provide traffic rated pull boxes and install at the locations shown on the plans.

(a) Materials. Provide pull boxes, covers, and extensions for installation in the ground or in sidewalk areas of the sizes and details shown on the plans and of precast reinforced concrete, except that alternative materials and designs may be used if units of equal strength, without excessive deflection, can be provided. Material shall be self-extinguishing when tested according to ASTM D635, with no appreciable change in physical properties when exposed to the weather. Where a ballast or transformer is to be placed in a nonmetallic pull box, provide a box with recesses for a hanger as shown on the plans.

When a vertical force of 6,700 N (1,500 lb) is applied, through a 13 mm (0.5 in.) by 75 mm (3 in.) by 150 mm (6 in.) steel plate, to a plastic cover in place on a pull box, the cover shall not fail and shall not deflect more than 6 mm (0.25 in.). Center the steel plate on the cover with its longitudinal axis coinciding with the longitudinal axis of the cover.

Pull boxes and covers shall sustain an HS20 loading as described in the AASHTO Concrete Pipe Design Manual, Illustration 4.5—AASHTO Live Loads.

Ground steel pull box covers to jumper cables.

Provide pull boxes and covers for installation in structures of the sizes and details shown on the plans. In lieu of the structure pull box shown on the plans, a telescoping steel pull box, with interior dimensions, conduit entrances, and cast iron cover conforming to the details shown on the plans may be used. Submit design of the steel pull box for review before fabrication.

Secure covers with 9.5 mm ($^3/_8$ in.) bolts, capscrews, or studs, and nuts which shall be of brass, stainless steel, or other noncorroding material. Supply stainless steel hold-down bolts, cap screws, or studs, and nuts and washers with a chromium content of not less than 18% and a nickel content of not less than 8%. Recess nuts below the surface of the cover.

Construct junction boxes for installation in structures as shown in the plans.

Provide junction boxes which are to be placed in concrete barrier rails, as indicated on the plans, with covers installed in a manner that will result in the cover conforming to the contours of, and flush with, the exterior of the barrier rail.

Galvanize ferrous metal parts according to Subsection 623.02.06.

(b) Cover Marking. Mark covers for pull boxes as follows:

1. "Traffic Signal" where pull box contains traffic signal conductors with or without street lighting conductors.
2. "Street Lighting" where pull box contains street lighting conductors only. Below "Street Lighting," inscribe "HIGH VOLTAGE" where voltage is 480 V or higher.

3. "Communication" where communication conduit enters the pull box.
4. "Sprinkler Control" where sprinkler control conduit enters the pull box.
5. "Count Station" where traffic count station conduit enters the pull box.
6. "Ramp Meter" where ramp metering conduit enters the pull box.

Use letters heights between 25 and 75 mm (1 and 3 in.).

Apply markings to each steel or cast iron cover before galvanizing by one of the following methods:

1. Cast iron strips, at least 6 mm ($^1/_4$ in.) thick, with the letters raised a minimum of 1.5 mm ($^1/_{16}$ in.). Fasten strips to covers with 6 mm ($^1/_4$ in.) flathead stainless steel machine bolts and nuts. Peen bolts after tightening.
2. Sheet steel strips, at least 0.8 mm (22 gage) with the letters raised a minimum of 1.5 mm ($^1/_{16}$ in.) above the surrounding surface of the strips. Fasten strips to covers by spot welding, tack welding, or brazing, or with 6 mm ($^1/_4$ in.) roundhead stainless steel machine bolts and nuts. Peen bolts after tightening.
3. Bead weld the letters on the covers. Raise the letters at least 2.5 mm ($^3/_{32}$ in.).

(c) Installation and Use. Install pull boxes at the locations shown on the plans or, in long runs, spaced at not over 75 m (250 ft) intervals. At own expense, additional pull boxes may be installed to facilitate work.

Place the tops of pull boxes installed in the ground or in sidewalk areas flush with the surrounding grade or top of adjacent curb. Where practical, place pull boxes shown in the vicinity of curbs adjacent to the back of curb, and adjacent to standards along the side of the foundations as shown on the plans.

Bed the bottoms of pull boxes installed in the ground or in sidewalk areas in crushed rock as shown on the plans and grout before the installation of conductors. Place a layer of roofing paper between the grout and the crushed rock sump. Provide a 25 mm (1 in.) drain in the center of the pull box through the grout and the roofing paper. Place the grout between 13 and 25 mm (0.5 and 1 in.) thick and slope toward the drain hole.

623.02.18 Expansion Fittings. Install expansion fittings, as detailed on the plans, where the conduit crosses an expansion joint in the structure. Provide each expansion fitting with a copper bonding jumper having the ampacity required by the NEC.

Provide expansion-deflection fittings of a molded neoprene sleeve with a bonding jumper passing through a separate waterproof compartment and two silicon bronze couplings. Fittings shall allow a minimum of 20 mm (0.75 in.) expansion and contraction and 20 mm (0.75 in.) deflection without deformation.

623.02.19 Conductors. Conductors shall consist of solid or stranded copper of the gage shown on the plans unless specified otherwise. All wire size numbers shown on the plans and specified herein for conductors are AWG.

Provide copper wire conforming to ASTM B3 and B8.

(a) Traffic Signal and Multiple Lighting Conductors. Conductors for traffic signal, flashing beacon and multiple lighting installations shall be UL listed and rated for 600 V operation. The insulation for No. 14 and larger conductors shall have one of the following insulations only:

1. Type TW, Flame-Retardant, Moisture-Resistant Thermoplastic.
2. Type THW, Flame-Retardant, Moisture and Heat-Resistant Thermoplastic.
3. Type THHW, Flame-Retardant, Moisture and Heat-Resistant Thermoplastic.
4. Type RHW, Flame-Retardant, Moisture-Resistant Thermoset.
5. Type RHW-2, Flame-Retardant, Moisture-Resistant Thermoset.

Minimum thickness of any of the above insulations shall be as required by the NEC.

Within steel poles, mast arms, and solar photovoltaic systems only, insulation for No. 10, 12 and 14 conductors may be Type UF, rated 600 V.

(b) Controller Cabinets. All wire used in controller cabinets shall be copper. All wire No. 14 to 30 AWG shall be stranded. Size wires per the ampacity ratings of the following:

Wire Ampacity Requirements										
AWG Wire Size	30-24	22	20	18	16	14	12	10	8	6
Ampacity Rating	0.25	2	4	5	10	15	20	30	50	70

Provide conductors conforming to military specification MIL-W-16878D, Electrical Insulated High Temperature Wire, type B. Conductors No. 14 AWG or larger shall be permitted to be UL type THHN.

Do not splice conductors between terminations.

Cable may be used in lieu of individual conductors to interconnect equipment or panels within the controller cabinet. Construct the cable of No. 28 AWG or larger conductors. Furnish insulation having a voltage rating of 300 V minimum and rated for use at 105 °C (221 °F). Provide cables with strain relief.

Use No. 10 or larger conductors in traffic signal controller cabinets between service terminals and the "AC+" terminals on external light relays (including connections to the police panel switches), the signal light neutral and all conductors in the highway lighting circuit within the controller cabinet. Use No. 14 conductors in all other signal light circuits.

(c) Wall Luminaires. Use conductor Type SA stranded copper, insulated with silicone rubber and glass or other suitable braid material for use at temperatures up to 200 °C (392 °F) for wiring flush wall luminaires.

(d) Overhead Lighting. Use No. 8 or larger medium hard drawn copper with weatherproof covering.

(e) Vehicle detectors. Vehicle detector conductors and lead-in cable are specified in Subsection 623.02.30. For optical detector cable, use three conductor, No. 20 cable and 3M Model 138, Belden No. 8723 or approved equal.

(f) Traffic Signal Cable. Install individual signal cable between the controller cabinet and the terminal block in the pole mounted signal head for each signal pole. Use individual signal conductors only between the terminal block and each signal head. Use cable conforming to IMSA Specification No. 20-1 and sized as indicated on the plans.

(g) Interconnect. Use cable meeting the requirements of RUS 7 CFR 1755.390 unless otherwise noted on the plans. Supply copper shield when required by the maintaining agency.

(h) Conductor Identification. Mark all conductors and cables with clear, distinctive, and permanent markings on the outer surface throughout the entire length. Such marking shall show the manufacturer's name or trademark, insulation type-letter designation, conductor size, voltage rating, and the number of conductors if a cable.

Supply conductor insulation with a solid color or of basic colors with a permanent continuous colored identification stripe as detailed in the following "Conductor Table" unless otherwise specified.

Conductor Table					
Circuit	Signal Phase or Function	Identification and Insulation Band Colors			
		Base	Stripe (a)	Symbol (f)	Size
Vehicle Signals (d)	2, 6	Red, Yellow, Brown	Black	2, 6	14
	4, 8	Red, Yellow, Brown	Orange	4, 8	14
	1, 5	Red, Yellow, Brown	None	1, 5	14
	3, 7	Red, Yellow, Brown	Purple	3, 7	14
	Ramp Meter 1	Red, Yellow, Brown	None	NBR	14
	Ramp Meter 2	Red, Yellow, Brown	Black	NBR	14
Pedestrian Signals (d)	2p, 6p	Red, Brown	Black	2p, 6p	14
	4p, 8p	Red, Brown	Orange	4p, 8p	14
	1p, 5p	Red, Brown	None	1p, 5p	14
	3p,7p	Red, Brown	Purple	3p,7p	14
Pedestrian Push Buttons (d)	2p, 6p	Blue	Black	P-2, P-6	14
	4p, 8p	Blue	Orange	P-4, P-8	14
	1p, 5p	Blue	None	P-1, P-5	14
	3p,7p	Blue	Purple	P-3, P-7	14
Traffic Signal Controller Cabinet	Ungrounded between Service	Black	None	CON-1	6
	Switch & Cabinet	Red	None	CON-2	6
Highway Lighting Pull Box to Luminaire (i)	Ungrounded-Line 1	Black	None	NBR	14
	Ungrounded-Line 2	Red	None	NBR	14
	Grounded	White	None	NBR	14
Multiple Highway Lighting	Ungrounded-Line 1	Black	None	ML1	10
	Ungrounded-Line 2	Red	None	ML2	10
Lighting Control Photoelectric unit (PEU)	Ungrounded to PEU	Black	None	C1	14
	Switching leg from PEU unit or SM transformer	Red	None	C2	14
Multiple Service	Ungrounded-Line 1 (Signals)	Black	None	(e)	6
	Ungrounded-Line 2 (Lighting)	Red (j)	None	(e)	8
Sign Lighting (h)	Ungrounded-Line 1	Black	None	SL-1	10
	Ungrounded-Line 2	Red	None	SL-2	10
Flashing Beacons (g)	Ungrounded between Flasher and Beacons	Red or Yellow	None	F-Loc. (c)	14
Grounded and Common	Pedestrian Push Buttons	White	Black	NBR	14
	Signals and Multiple Lighting	White	None	NBR	10
	Flashing Beacons and Sign Lighting	White	None	NBR	12
	Lighting Control	White	None	C-3	14
	Multiple Service	White	None	NBR	14
Railroad	Pre-Emption	Black	None	R	14
Spares		Black	None	NBR	14

(a) On overlaps, insulation is striped for first phase in designation. E.g., phase (2+3) conductor is striped as for phase 2.
(b) Band for overlap and special phases as required.
(c) Flashing beacons having separate service do not require banding.
(d) These requirements do not apply to signal cable.
(e) "S" if circuit is switched on line side of service equipment by utility.
(f) Band conductors in each pull box and near ends of termination points. On signal light circuits, a single band may be placed around 2 or 3 ungrounded conductors comprising a phase. NBR is No Band Required.

(g) Ungrounded conductors between service switch and flasher mechanism shall be black and banded.

(h) Conductors between ballasts and sign lighting lamps shall be No. 16 and color shall correspond to the ballast leads.

(i) Both conductors between external high intensity discharge (H.I.D.) ballast and lamp socket shall be black.

(j) Black acceptable for size No. 2 and larger. Tape ends for 450 mm (18 in.) with indicated color.

Conductor insulation shall be of a solid color or of basic colors with a permanent colored stripe as detailed in the above table unless otherwise specified. Solid or basic colors shall be homogeneous through the full depth of insulation. Identification stripes shall be continuous over the entire length of the conductor. For conductor sizes No. 2 and larger, the insulation may be black and the ends of the conductors shall be taped with electrical insulating tape of the required color for a minimum of 450 mm (18 in.).

623.02.20 Fiber Optic Cable. Fabricate fiber optic cable, jumper cables and distribution equipment at a certified ISO 9001 manufacturer. Supply all fiber cable from the same manufacturer utilizing identical specifications. Furnish dielectric fiber cables.

(a) Materials. Use fiber optic cable containing single mode optical fibers, loose tube, filled with a water-blocking material, and suitable for installation in underground conduit and field cabinets. Fiber optic cable shall comply with the requirements of RUS 7 CFR Sec. 1755.900 for PE 90.

Design fiber optic cable to achieve a life expectancy of 20 years when installed to manufacturer's specifications.

Contain optical fibers inside a loose buffer tube. Each buffer tube shall contain the number of fibers called for on the plans. The buffer tubes shall allow free movement of the fibers without fiber damage during installation or normal operation, including expansion and contraction of the buffer tubes. Use the same diameter buffer tubes in a cable.

Fill each buffer tube with a non-hygroscopic, non-nutritive to fungus, electrically non-conductive, homogenous gel. Use gel free from dirt and foreign matter and readily removable with conventional nontoxic solvents.

Strand buffer tubes around a central member using the reverse oscillation or "S-Z" stranding process. When less than five buffer tubes are required in the loose tube cable, include filler rods in the cable core to lend symmetry to the cable cross-section. Use filler rods having the same diameter as the buffer tubes.

Design the cable with a central strength member to prevent buckling of the cable.

Fill the cable core interstices with a non-nutritive to fungus, electrically non-conductive, water-blocking material such as water-swellable tape that is dry to the touch. Use water blocking material free of dirt and foreign matter.

Use cables containing at least one ripcord under the sheath for easy sheath removal.

Provide cables having tensile strength members that minimize cable elongation due to installation forces and temperature, and withstand a 2,700 N (607 lb) tensile load applied per EIA- 455-33. The change in attenuation shall not exceed 0.2 dB during loading and 0.1 dB after loading. Provide cables rated for an installed tensile service load of 890 N (200 lb) or more.

The cable jacket shall be dielectric (with no armoring) and consist of either high density (HDPE) or medium density polyethylene (MDPE). Apply the jacketing material directly over the tensile strength members and water-blocking material.

Provide fiber optic cable jacket with markings that include cable length in meters or feet and the year of manufacture. In addition, provide two color stripes, or similar approved marking, for the entire length of each cable to distinguish between trunk, data distribution, and video distribution cables.

Use fiber optic cable capable of withstanding, without damage or decrease in function, cable freezing per EIA/TIA-455-98, total immersion in water with natural mineral and salt contents, salt spray or salt water immersion for extended periods, and wasp and hornet spray.

Furnish cable free from optical splices in one continuous length per reel. Allow a minimum length of 1.8 m (6 ft) on each end of the cable accessible for testing.

Where lengths have been ordered that exceed the reel capacity, provide a minimum of 12 km (7.5 mi) of continuous fiber cable per reel for fiber counts of 36 and less, and 10 km (6.2 mi) of continuous fiber cable for fiber counts greater than 36.

Stencil or letter the factory order number, job number, ship date, manufacturer's cable code, type of cable (single mode, outdoor, indoor), beginning and ending length markings, and measured length and attenuation information on the reel, or provide on a weatherproof tag firmly attached to the reel.

Use ST type Connectors at field cabinet locations and SC type at hub buildings and the STC. The measured attenuation of the connector (inclusive of coupler and mated test connector) shall not exceed an average of 0.3 dB for all connectors provided. Any connector found in excess of 0.5 dB will be rejected. Reflectance shall be less than -40 dB, from –10 °C to 60 °C (14 °F to 140 °F). The manufacturer shall have a program that periodically tests connector to ensure that after 1,000 re-matings, the attenuation will not change more than 0.2 dB.

Use connector capable of withstanding an axial pull of 112 N (25 lb) with no physical damage to the connector and no permanent optical degradation of more than 0.3 dB. Connectors shall be pre-wired by the manufacturer.

Use fiber optic jumper cables complying with NEC requirements for indoor fiber optic cable. Connectors shall be pre-wired by the manufacturer with strain relief. Use jumper cables having an aramid yarn strength member and rugged PVC sheathing. Jumper cables shall comply with the following requirements:

Buffering of each fiber, initial	250 μm (10 mils)
Buffering of each fiber, applied after initial	900 μm (35 mils)
Maximum factory measured insertion loss	
Subject to EIA/TIA-455-171	0.5 dB
Subject to EIA/TIA-455-1A, 300 cycles, 0.5 kg	less than 0.2 dB
Minimum bend radius, following installation	320 mm (13 in.)
Minimum bend radius, during installation	640 mm (25 in.)
Minimum tensile strength	444 N (100 lb)

Use single fiber or duplex jumper cables. Permanently mark duplex jumper cables to distinguish between the fibers or connectors.

Furnish connector modules consisting of a connector panel, couplers, protective housing, and multi-fiber cable that is completely assembled and pre-wired by the manufacturer. The measured attenuation of the connector module (inclusive of coupler, fiber, and mated ST test connector) shall not exceed an average of 0.3 dB for all connector modules provided. Any connector module found in excess of 0.5 dB will be rejected.

Use connector modules complying with NEC requirements for indoor fiber optic cable and the following: 6 couplers for ST applications, 12 couplers for SC applications; 250 μm (10 mils) buffering of each fiber; 900 μm (35 mils) buffering of each fiber applied after the initial 250 μm (10 mils) buffering; provided with pre-wired, multi-fiber cable of sufficient length to facilitate fusion splicing in a splice tray that is removed from the fiber optic splice unit; having a durable housing that provides physical protection and strain relief for the termination of the multi-fiber cable to couplers; capable of easy installation and removal from the termination housing; and having protective covers for couplers on the jumper cable side.

Maintain a fixed correlation between each buffered fiber color and coupler position for all connector modules. Fiber color shall meet the requirements for outdoor fiber optic cable.

Design splice trays specifically for housing single-mode fusion splices protected by heat-shrink sleeves and which can be easily installed and removed from the fiber optic splice unit. Design splice trays for entry of two, fully jacketed multi-fiber cables from the connector modules, and two buffer tubes from the distribution cable.

Properly size fiber optic splice and termination units for the required number of splices and terminations subject to the minimum requirements stated for each configuration. Provide fiber optic splice and termination units meeting the following requirements: provisions for a minimum of 6 fiber optic cable entries; provisions for internally securing the fiber optic cable sheath and central strength member for a minimum of 6 fiber optic cables; rack mounted; having front and rear doors or removable panels; having a top, bottom, and four sides that fully enclose the interior and protect its contents from physical damage; manufactured using 16 gage aluminum or equivalent and corrosion resistant; provisions for neatly routing cables, buffer tubes, and fan-out tubing; having cable management brackets or rings integral to the unit to secure and route cables from the connector modules and splice trays to the vertical rack members while maintaining a minimum 38 mm (1.5 in.) cable radius.

Furnish fiber optic splice units consisting of a single housing with provisions for installation of multiple splice trays as required. Provide a splice unit having provisions for future installation of two splice trays of minimum 12 splice capacity each, in addition to the required amount. Internal, externally protected feed-through provisions are required for routing of the fiber from the splice unit to the termination unit.

Supply the splice unit with a pull-out shelf that allows easy access to the splice tray, buffer tube and fiber storage area that will permit fusion splicing to be conducted at a minimum distance of 5 m (16 ft) from the housing. Units with hinged shelves are not acceptable. Permanently mark "Communication Fiber Optic Cable Splice Area Inside" on the door or front access panel.

Provide fiber optic termination units consisting of a single housing with provisions for installation of one or more connector modules as required. Configure the termination unit to have a minimum capacity of 24 terminations. Face all connector modules to the front of the rack. Permanently mark "Communication Fiber Optic Cable Termination Area Inside" on the front of the unit.

Furnish integrated fiber optic splice and termination units consisting of a single housing with provisions for connector modules, and splice trays. Provide provisions for a minimum capacity of 24 fusion splices and 24 terminations using splice trays and connector modules. Face connector modules to the front of the rack.

Supply the integrated splice and termination unit with a pull-out shelf that allows easy access to the splice tray, buffer tube and fiber storage area that will permit fusion splicing to be conducted at a minimum distance of 5 m (16 ft) from the housing. Units with hinged shelves are not acceptable. Permanently mark "Communication Fiber Optic Cable Termination and Splice Area Inside" on the door or front access panel.

Design jumper cable troughs to secure, store, and horizontally route jumper cables and other fiber optic cables from vertical frame members on one side of the rack, to vertical frame members on the other side of the rack. Jumper cable troughs shall have a removable front panel, cable rings, and provide physical protection for the jumper cables. Design jumper cable troughs to maintain a minimum 38 mm (1.5 in.) cable bend radius when transitioning from the trough to vertical frame member. The capacity of each cable trough shall exceed the number of jumpers it houses. The total space occupied by each jumper trough shall not exceed two rack units. Match the finish of the jumper cable troughs to the finish of the fiber optic termination equipment.

(b) Installation. Install the fiber optic cable in conduit, field cabinets, hub buildings and the STC as shown in the plans and in accordance with manufacturer's installation techniques and procedures. Furnish and install all jumper cables and termination equipment that are functionally necessary to connect fiber optic cable to the required end equipment.

Installation of indoor fiber optic cable and jumper cable shall meet the minimum requirements of local building codes and NEC Article 770, inclusive of the Fine Print Notes (FPN). Do not pull the cable along the ground or over or around obstructions. Do not pull optical cable over edges or corners, over or around obstructions or through unnecessary curves or bends. Do not exceed the bend radius criteria of ten times the cable diameter under no stress and twenty times the cable diameter under stress. Use manufacturer approved pulling grips, cable guides, feeders, shoes and bushings to prevent damage to the cable during installation.

When cable is removed from the reel prior to installation, place in a "figure-eight" configuration to prevent kinking or twisting. Take care to relieve pressure on the cable at the crossover by placing cardboard shims, or equivalent method, or by creating additional "figure-eights."

Before installing fiber optic cable in conduit, provide the cable manufacturer's recommended and maximum pulling tensions. Include with these pulling tensions, a list of the cable manufacturer's approved pulling lubricants. Use lubricants in quantities and in accordance with the procedures recommended by the lubricant manufacturer.

When pulling cable by mechanical means, use cable pulling equipment approved by the Engineer and the cable manufacturer. Use cable pulling equipment with a meter to display pulling tension and a mechanism to ensure that the maximum allowable pulling tension is not exceeded at any time during installation.

Furnish attachment hardware, installation guides, and other necessary equipment, not specifically listed herein, as necessary to install the fiber optic cable.

Appropriately loop and tie fiber optic cable to the side wall, in junction boxes.

Coil, label, and tie slack fiber optic cable to cable guides in accordance with the Cable Slack Installation Guide in the plans.

Install optical cable continuous and without splices between allowable splice points as identified on the plans and as specified. Only splice cables in fiber optic splice units or integrated fiber optic splice and termination units that are housed in field cabinets, hub buildings, or the STC. Determine the length of fiber optic cable necessary to reach from splice point to splice point.

Fiber optic plant cable shall enter the rear of the fiber optic splice unit or integrated fiber optic splice and

termination unit. Secure the fiber optic cable sheath and central member inside the unit prior to buffer tube fan-out. Plug all entry holes not utilized. Route into, and secure in a splice tray, all buffer tubes with fiber designated for splicing. Secure remaining buffer tubes not accessed within the splice unit.

Route into, and secure in a splice tray, the fully sheathed, multi-fiber cable of each connector module.

When splicing to existing fiber optic cable, prior to procurement of the fiber optic cable, demonstrate that the optical fiber to be supplied can be spliced to the existing optical fiber cable at each location within the acceptable loss requirements as specified herein. This requirement will be waived for any location wherein the Contractor selects optical fiber and cladding of identical manufacturer and part number to that of the existing optical fiber and cable, and furnishes supporting documentation.

Perform splices and terminations in accordance with the cable manufacturer's and the splice equipment manufacturer's recommendations.

Maintain consistency of fiber colors, where possible, during splicing. Do not revise engineering plans and/or splice tables without approval.

Label fiber terminations neatly and permanently on the connector module to designate transmit or receive, when appropriate, with the string number. Label spare fibers as "spare" with string number.

Install blank connector panels, of same finish and manufacture as the connector modules, for all unused connector module spaces.

Provide and maintain protective covers over the optical connectors and termination until jumper cables are installed. Protective covers on terminations not used shall remain.

For mid-cable access, only fibers within a buffer tube that are designated for splicing shall be individually accessed, spliced to the appropriate fibers from the connector module(s), and secured neatly within the splice tray. Secure the remaining fibers in the buffer tube, that are not designated for splicing, neatly within the splice tray and do not cut. Accomplish removal of the buffer tube to access the fibers using equipment specifically designed for buffer tube removal without damaging the individual coated fibers.

Accomplish full-cable splices by splicing all fibers, including spares, together to provide continuous runs or splice to the appropriate fibers from the connector module(s). Secure fibers neatly within the splice trays.

For full-cable termination, splice all fibers, including spares, to the appropriate fibers from the connector modules, and secure neatly within the splice tray.

Accomplish fiber-to-fiber splices by means of the fusion splice technique without inducing more than 0.1 dB attenuation for each splice and 0.07 dB average for all splices. Re-splice, at own expense, splices found to exceed 0.1 dB attenuation as many times as necessary to meet this dB requirement.

Package each splice in a protective sleeve or housing and secure in splice trays located in the fiber optic splice unit or integrated fiber optic splice and termination unit. Completely re-coat bare fibers with a protective heat-shrink coating prior to placement in a sleeve or housing. Install the heat-shrink coating in such a manner as to protect the fiber from scoring, dirt accumulation, moisture intrusion, and microbending.

Accomplish termination of distribution and trunk fiber by splicing the distribution or trunk fiber to the appropriate fiber from a connector module. Field termination of fibers to connectors will not be permitted.

Measured attenuation at each termination, inclusive of two connectors and coupler, shall not exceed 0.5 dB.

Install jumper cables from the connector module to end equipment, and from end equipment to end equipment in multiple cabinet configurations. Secure jumper cables to provide strain relief at both the connector module and the end equipment. Adhere to the manufacturer's recommended installation and minimum bend radius requirements.

Fiber optic splice and termination unit configurations vary depending on whether the plans call for a mid-cable access, full-cable splice, or full-cable termination.

Equip mid-cable access locations with an integrated fiber optic splice and termination unit. Install one connector module with six ST terminations at CCTV locations. Install two connector modules with minimum four ST terminations each at VMS, detector, or combination VMS and detector locations. Install one connector module with six ST terminations at combination CCTV and VMS, CCTV and detector, or CCTV, VMS and detector locations. Install two connector modules with minimum four ST terminations at each VMS and/or detector location.

Equip full-cable splice locations with either an integrated fiber optic splice and termination unit, or a combination of a fiber optic splice unit and a fiber optic termination unit. Install connector modules as specified above for mid-cable access locations.

Equip full-cable termination locations with either integrated fiber optic splice and termination units or a combination of a fiber optic splice units and fiber optic termination units. House all fiber optic distribution in a single fiber distribution rack at the STC and each hub building. Use connector modules with twelve SC couplers per module at the STC and hub buildings. Use connector modules having six ST couplers per module at field cabinets. Install a minimum of three jumper cable troughs in each new hub building fiber distribution rack. Position jumper cable troughs at the bottom, middle, and top of the rack.

(c) Testing. Use fiber optic cable and distribution equipment meeting the design approval certification and factory acceptance, pre-installation and post-installation test requirements specified herein.

Submit design approval certification documentation for all required factory testing. Submittal of RUS certification will satisfy this requirement for the tests that are required by RUS 1755.900.

Factory test fiber optic cable, connector modules and fiber optic jumper cables to demonstrate compliance with the requirements specified herein.

For pre-installation testing, test outdoor and indoor fiber optic cable using an optical time domain reflectometer (OTDR) or power meter prior to installation to demonstrate continuity of each fiber. This test shall include visual inspection for damage to the cable jacket prior to installation. Do not install cable that does not meet specifications, or exhibits visual damage to the cable jacket.

Prior to splicing new to existing fibers, conduct a bi-direction OTDR or power meter test for each existing fiber string to be used as specified. Give notification of any existing strings that exhibit attenuation loss that, when added to the full link, would result in total loss in excess of the budgeted loss. Re-test any fibers exhibiting unacceptable losses using the bi-directional OTDR test. Perform additional OTDR tests on existing unassigned fibers, as necessary, to find a suitable alternative when directed.

For post-installation testing, test fiber optic cable systems in conformance with the procedures of TIA/EIA-526-7A. Testing of spare fiber is required. Submittal of test data shall include a summary sheet that clearly illustrates measured loss versus budgeted loss. On the summary sheet, identify each fiber by cable, number, and color. Identify any unacceptable losses and make corrective actions. Failed splices may be remade and re-tested for compliance. Replace in its entirety and re-test for compliance, any cable that is found not compliant to the specifications. Place one copy of the final post-installation test results in a protective sleeve and attach to the rack or door as directed.

Perform the following post-installation tests:

1. Conduct power meter tests for each individual fiber strand from the field cabinet to the hub buildings, between the STC and each hub building, and between hub buildings, to demonstrate connectivity in accordance with the specifications.
2. Conduct bi-directional (OTDR) tests for each individual fiber strand installed from the field cabinet to the hub building, between hub buildings, and from each hub building to the STC, to demonstrate that the attenuation for each installed fiber, termination, and splice, and the link as a whole, complies with the loss budgets as required. Submit OTDR traces. Clearly annotate each event (connector module, jumper cable, splice, etc.) with the measured loss identified.

623.02.21 Wiring. Install wiring according to the regulations and code listed in Subsection 623.01.03 and the additional requirements of this Subsection.

(a) Signal Circuitry. Provide 25 conductor No. 14 cable for all signal installations, except for 1-A and 1-B poles. For 1-A and 1-B poles, determine the number of conductors required for pedestrian detectors, pedestrian heads, and signal heads and provide a No. 14 cable with a minimum of three spare conductors in multiples of five (15 conductor minimum).

Run all signal light conductors, except branch neutrals, continuously without splices from a terminal block located in a cabinet to a similarly located terminal block in the poles or signal head brackets. Provide each pole with its own home run cable.

Provide connection to each terminal of a pedestrian push button by a single conductor.

Make the neutral for pedestrian push button circuits separate from the signal light circuit neutral.

(b) Installation. Use a UL or ETL approved inert lubricant in placing conductors in conduit.

Pull conductors into conduit by hand. Do not use winches or other power actuated pulling equipment.

When new conductors are to be added to existing conductors in a conduit, remove all conductors. Clean the conduit with a mandrel or cylindrical wire brush and blow out with compressed air. Pull both old and new conductors into the conduit as a unit. If permitted, new conductors may be pulled through conduit with existing conductors in place, when conditions are suitable and damage will not occur to the new or existing conductors.

Enclose temporary conductors less than 3 m (10 ft) above grade in flexible or rigid metal conduit.

Leave at least 600 mm (2 ft) of slack for each conductor at each signal or lighting standard, or combined standard, and at least 1.5 m (5 ft) of slack at each pull box.

Leave at least 1.5 m (5 ft) of slack for each conductor at each splice.

Tape ends of spare conductors to provide a watertight seal.

Tie conductors within fixtures or cabinets together with self-clinching nylon cable ties or other approved method.

Neatly arrange and lace wiring within controller cabinets, or enclose in plastic tubing or raceway.

Mark small permanent identification bands as detailed in the conductor table in Subsection 623.02.19. Securely attach the bands to each conductor in each pull box and near the end of each conductor where conductors are terminated. Where circuit and phase are clearly indicated by conductor insulation, bands need not be used. Use permanent identification bands of embossed aluminum foil tape with pressure-sensitive, oil resistant backing. Tape shall be of a type such that embossed symbols contrast with the background color.

(c) Connectors and Terminals. Join conductors by the use of connectors or other methods permitted. Solder splices, with or without connectors by the pouring or dipping method, except that soldering of pressure connectors and terminals may be omitted provided the connectors and terminals are applied with the proper type tool as recommended by the manufacturer of the connector or terminal being applied. Do not open flame solder. Finished connections and terminals shall comply with MIL-T7928. The only solder allowed shall be a 60/40 rosin core solder suitable for electronic circuits. Do not use acid core solder.

Terminate stranded conductors smaller than No. 14 in crimp style terminal lugs.

(d) Splicing. Unless specified otherwise or permitted, splices will be permitted only in the following types of circuits at the following locations:

1. Branch signal light neutrals in pull boxes.
2. Pedestrian push button circuits in pull boxes.
3. Multiple lighting conductors in bases of standards or in pull boxes.
4. In temporary modifications to traffic signal systems where shown on the plans.

Do not pull splices into conduits or other locations not readily or easily accessible to visual inspections.

Do not splice conductors in controller cabinets and interconnect cable. Unless indicated, do not splice signal cable.

In lieu of the 600 V or the 5,000 V splice and splice insulation shown on the plans, a pin and receptacle connector may be used.

Use a pin and receptacle, locking type connector, with waterproof housing, capable of being disconnected without damage. Use a pin of medium hard copper material with the portion to be crimped onto the conductor fully annealed. The receptacle shall be of copper material fully annealed. Size the pin and receptacle to provide not less than 90% ampacity of the conductor being spliced. Apply the pin and receptacle to the conductor using a tool as recommended by the connector manufacturer. Soldering will not be required. The pin and receptacle shall have centrally located, recessed locking areas, which shall match complementary areas of the housing.

The receptacle shall establish contact pressure with the pin through the use of a copper beryllium sleeve

spring and the receptacle and pin shall lock together so that the connection will be maintained when a minimum force of 89 N (20 lb) tension pull is applied to the attached conductors.

Provide separate housings for the pin and the receptacle. Make each housing of water resisting synthetic rubber suitable for direct burial in the ground or installation in direct sunlight. Each housing shall have an interior arrangement, complementary to the pin and receptacle, suitable to receive and securely retain the pin and receptacle, also a section to form a water-seal between the housings at the point of disconnection. Provide a small slot or vent along the housings to permit the exclusion of air. Place sufficient silicon type insulating compound to fill all the voids in the assembly in the housings before installing the pin and receptacle.

In lieu of the 600 V splice and splice insulation shown on the plans, an epoxy insulated spring connector applied as specified herein may be used.

Join the ends of the wires together with an insulated spring type connector without soldering.

Furnish a two component, self-curing, epoxy resin in a double compartment, plastic envelope. Make the splice insulation by thoroughly mixing the two components in the envelope and, after cutting open one end of the envelope, inserting the wire-connection into the epoxy resin and then taping shut the open end of the envelope.

Other approved methods may be used to mix and apply epoxy resin.

Provide sufficient epoxy resin to completely cover the connector and exposed bare wires at connector. The container shall be transparent to allow inspection.

(e) Splice Insulation. Splice insulation shall conform to the details shown on the plans, provide a moisture/weatherproof seal, be capable of sustaining temperatures of 75 °C (167 °F) without thermal breakdown, and have an insulation integrity equal or greater than the joined conductor insulation.

Use low-voltage tape UL approved of either of the following types:

1. Self-fusing, oil and flame-resistant, synthetic rubber.
2. Pressure-sensitive, adhesive, polyvinyl chloride, 0.18 mm (0.007 in.) minimum thickness.

Insulate splices in low-voltage circuits (600 V maximum) by “Method A” as shown on the plans with either of the low-voltage type tapes. Insulate splices made by “Method B” shown on the plans with both types of low-voltage tape.

Insulate splices in high-voltage (over 600 V) circuits with tape resistant to ozone, corona and water. High-voltage tape shall be self-fusing, vegetable oil base, natural rubber.

Where polyvinyl chloride tape is used for a final layer, use an electrical insulating coating which is fast drying, resistant to oil, acids, alkalies, and corrosive atmospheric conditions and is compatible with the tape.

Where more than one conductor enters a ballast sleeve, apply the insulation and taping between the conductors in such a manner as to provide a watertight joint. Make the splice capable of satisfactory operation under continuous submersion in water.

On 600 V and 5,000 V conductor splices, a cast insulation of self-curing epoxy resin, may be used, which is compatible with wire insulation to form a moisture resistant joint. The resin shall be resistant to weather and aromatic and straight chain solvents and, in addition, shall not sustain combustion. Pour the resin into molds of dimensions suitable for the splice.

On 600 V maximum circuits, either of the following splice insulation methods may be used:

1. Method A. A minimum of thicknesses of electrical insulating pad, composed of a laminate of 2 mm (0.085 in.) thickness of electrical grade polyvinyl chloride and a 3 mm (0.125 in.) thickness of butyl splicing compound with removable liner. Apply pads to the splice according to the manufacturer’s recommendations. Wrap the ends of the applied pad with polyvinyl chloride tape half lapped over the conductor insulation.
2. Method B. Apply heat shrinkable insulating tubing after completing the splicing procedure shown on the plans. Use insulation over the connector consisting of a heat shrinkable, mastic lined, heavy wall polyolefin cable sleeve or cover. Apply heat at a temperature greater than 120 °C (248 °F) until the sleeve, or cover, shrinks and covers the connector and the mastic material has flowed completely around the cable to form a waterproof insulation.

On 5,000 V conductors, splices may be waterproofed by using heat shrinkable, mastic lined, heavy wall polyolefin cable sleeve, or cover. Apply heat at a temperature greater than 120 °C (248 °F) until the sleeve, or cover, shrinks and covers the connector and the mastic material has flowed completely around the cable to form a waterproof insulation in lieu of the final application of two layers of polyvinyl chloride tape, after being insulated as shown on the plans.

(f) Fused Splice Connectors. In each pull box adjacent to an electrolier or in base of pole, install a fused disconnect splice connector in each ungrounded conductor between the line and the ballast. Make the connector readily accessible in the pull box or in the base of the pole.

For 240 V and 480 V circuits, design each connector so that both ungrounded conductors are disconnected simultaneously. Make the connector with no exposed metal parts.

The splice connector shall completely enclose the fuse and shall protect the fuse against damage from water and weather. The contact between the fuse and fuse holder shall be by spring pressure. Springs shall not be a part of the current carrying circuit. Rigidly crimp the terminals of the splice connector using a tool of the type recommended by the manufacturer of the fused splice connector, on to the line conductors and the conductors to the ballasts and insulate and make waterproof according to the splice connector manufacturer's recommendations.

Do not use fused splice connectors in series circuits.

Use standard midget, ferrule type fuses.

623.02.22 Bonding and Grounding. Make metallic cable sheaths, metal pull box covers, metal conduit, nonmetallic conduit grounding wire, ballast and transformer cases, service equipment, sign switches, anchor bolts, and metal poles and pedestals mechanically and electrically secure to form a continuous system, and effectively ground. Use bonding and grounding jumpers of copper wire or copper braid (aluminum is not allowed) of the same cross sectional area as No. 6 minimum for systems not exceeding 200 A overcurrent protection, and No. 8 minimum for systems not exceeding 100 A overcurrent protection (See NEC Article 250, Table 250-95). Color code equipment grounding conductors to NEC requirements or supply bare.

Provide bonding of standards and pedestals by means of a bonding wire or braid attached from the bonding lug to a bonding plate set at the bottom of the pedestal. Attach the bonding wire to the anchor bolt or reinforcing cage with a 4.5 mm ($^3/_{16}$ in.), or larger, brass or bronze bolt installed near the mid portion of the shaft. The bonding plate shall not be less than 190 mm ($7^1/_2$ in.) in diameter and shall be made of nonferrous metal.

Where slip base standards or slip base inserts are installed, do not intrude the grounding jumper into the slip plane. Accomplish bonding by a bonding strap to the anchor bolts or a 4.5 mm ($^3/_{16}$ in.) or larger brass bolt installed in the bottom slip base plate.

Ground one side of the secondary circuit of series-multiple and step down transformers.

Ground metal conduit and service equipment as per NEC Article 250. Ground the neutral conductor secondary at the service point only and as required by the NEC, together with the requirements of the serving utility. Use minimum No. 6 service grounding conductor.

For bonding purposes in all nonmetallic type conduit, run a bare No. 6 (minimum) copper conductor continuously in conduits with circuits not exceeding 200 A and a bare No. 8 (minimum) copper conductor continuously in all other circuits, not exceeding 100 A.

Where nonmetallic conduit is to be installed for future conductors, the above mentioned copper wire may be omitted. Equipment bonding and grounding conductors are not required in conduits which contain only loop lead-in cable or signal interconnect or both.

At each multiple service point, furnish and install a ground electrode meeting the requirements of NEC Article 250-83 and the requirements of the serving utility. The minimum allowed ground electrode made of steel or iron, shall consist of a single length of galvanized rod or pipe with 2.5 m (8 ft) of length in contact with the soil, and have a diameter of at least 20 mm ($^3/_4$ in.). The minimum allowed non-ferrous ground electrode shall have at least 2.5 m (8 ft) in contact with the soil and be at least 15 mm (0.5 in.) in diameter. Bond the service equipment to the ground electrode by use of a ground clamp and a copper conductor not smaller than No. 6, enclosed in a 15 mm ($^1/_2$ in.) diameter conduit.

Where a metal conduit system parallels, or crosses, a permanent water system in accessible areas, install grounding jumpers at intervals not exceeding 150 m (500 ft).

Ground clamps for service grounding and for grounding of equipment on wood poles shall be a 15 mm (1/2 in.) galvanized, malleable iron conduit hub with swivel feature.

On wood poles, ground all equipment mounted less than 3 m (10 ft) above ground surface.

Bond metallic conduit in concrete pull boxes by means of galvanized grounding bushings and bonding jumpers.

Bond metallic conduit in steel pull boxes by means of locknuts, one inside and one outside of the box.

CONTROLLERS

623.02.23 Controllers. Furnish and install controllers as a complete integrated assembly. In addition to complying with the requirements herein, controllers must also meet the requirements of the maintaining agency.

For the purposes of this section, all conflict monitors (malfunction management units), bus interface units, cabinet power supplies, detector amplifiers, central video processors, modems (LCIU's), load switches, flasher units, fans, foundation and all auxiliary support equipment mounted and wired into the cabinet are considered to be included as part of the controller.

Identify equipment inputs, outputs and terminals by the phase designations shown on the plans.

The manufacturer shall certify, in writing, that upon delivery, each controller is in proper working order as required to operate the intersection or ramp meter as specified herein, in the Special Provisions and in the plans.

Provide traffic controller and assembly equipment conforming to the requirements of the most current edition of NEMA Standards Publication No. TS 1.

When specified, provide Model 170E Controller and assembly equipment conforming to the requirements of "Transportation Electrical Equipment Specifications" (TEES) and "Traffic Signal Control Equipment Specifications" (TSCES), issued by the State of California, Department of Transportation and to all addendums thereto current at the time the contract is bid.

When specified, provide Model 2070N Controllers conforming to the requirements of "Transportation Electrical Equipment Specifications" (TEES) and "Traffic Signal Control Equipment Specifications" (TSCES), issued by the State of California, Department of Transportation and to all addendums thereto current at the time the contract is bid.

623.02.24 Cabinets. Following are the minimum requirements for traffic signal controller cabinets used to house traffic controllers, auxiliary accessories, and other traffic control devices.

NEMA—2070N. Provide documentation indicating the furnished unit meets all requirements specified herein.

Provide controller cabinets meeting the requirements of ITE "Equipment and Material Standards," Chapter 8 with the additional and auxiliary equipment specified herein.

House each traffic actuated controller unit and auxiliary equipment in a weatherproof aluminum, steel, or other approved metal cabinet, as shown on the plans and as described herein. All overlapping seems for metal cabinets shall meet the requirements for Type 4 enclosures according to NEMA Standards Publication 250.

(a) General Requirements. Provide all cabinets as a complete unit to include all shelves, foundations, anchor bolts with template, locks, door stops, etc., and to be completely painted as specified in Subsection 623.02.07.

Provide weatherproof cabinets properly ventilated, and with a vent fan as specified herein. Doors shall be hinged on the right side of the cabinet as viewed from the outside facing the cabinet door opening. Make cabinets with each and every door mounted with hinges welded to door and jamb.

Each cabinet must fit the anchor bolt pattern as specified on the standard drawings. Modification of cabinet base to fit a non-standard anchor bolt pattern will not be permitted without approval.

Make cabinet wiring neat and firm and lace or bind all harnesses and cabinet wiring together with TY-WRAP or equivalent.

Number and identify terminals according to the cabinet wiring diagram.

Furnish wiring diagram prints for each cabinet, reproduced from a reproducible drawing provided by the manufacturer, pursuant to Subsection 623.01.04. Equip the cabinet with a plastic envelope to house one or more cabinet wiring diagrams.

The cabinet wiring diagram shall show and identify the connectors for all equipment and switches, relays, flashers, and signal control bases. The cabinet wiring diagram shall also have an intersection sketch with heads, detectors, and pushbuttons identified and a Signal Sequence Chart identified and related to the intersection sketch.

Furnish mechanical relays with clear covers.

Furnish the following terminals, wiring, and switches for all cabinets:

1. A single pole circuit breaker, plug-in type, for control of all power to the controller and its auxiliary equipment. Provide a terminal, unfused, for neutral side of the power supply line.
2. Terminal blocks for connection of traffic and pedestrian signal light field wires not specified for flashing operation.
3. Terminal blocks for connection of traffic and pedestrian signal light field wires specified for flashing operation.
4. Terminal blocks for connection of detector amplifiers, detectors, and pedestrian pushbutton field wires.
5. Copper ground strip, mounted and grounded to cabinet wall, for connection of all common conductors.
6. Terminal blocks for connecting cable tie points and intercabinet terminations. Also a terminal block or terminal blocks (depending on intersection requirements) for terminating the traffic computer system interconnect cable. For this block or blocks use telephone type Reliable Electric #R66B4-25 or equivalent.
7. A two circuit solid state jack mounted flasher, having a minimum flashing rate of 50 to 60 flashes per minute. Wire the flasher circuits in the cabinet according to the standard auxiliary cabinet equipment wiring drawing.
8. Convenience Outlet and Voice Communication Phone Jacks:
   a. Furnish a duplex "u" ground type of convenience outlet for test equipment, tools, and lighting. Provide outlet with an integral ground fault protection device.
   b. Furnish 2 phone jacks, identified as "TMC" and "JMC," wired to the interconnect terminal block. (In Las Vegas area only. One phone jack in all other areas unless otherwise indicated on the plans.)
9. Switches Behind Police Auxiliary Door: "Auto-flash" switch, identified "auto-flash," wired to de-energize signal light power and place signals on "flash," but to keep controller power energized during the flash period. When the "auto-flash" switch is placed in the "flash" position, the stop-time device required within paragraph (c) "Conflict Monitor," shall be activated to store and display the indication that the "auto-flash" switch was triggered.
10. Interior Cabinet Switches:
    a. A "Main switch," identified "on-off," wired to de-energize both controller and signal light power when switched to "off" position.
    b. A "Test switch" three position switch (or equivalent) identified "auto-off-flash," wired to de-energize controller power during "off" and "flash" positions.
    c. The test switch, main switch, voice communication phone jacks, and convenience outlet may be combined on a single panel and preferably mounted on the cabinet door behind the police auxiliary panel.
11. Radio line filter or filters for filtering AC + lights and control power for solid state light control and controller operation.
12. Thyrector or gas filled surge protector for filtering lightning or high voltage surges to ground for protection of solid state components.

(b) Additional Cabinet Equipment. Provide all cabinets, unless otherwise specified, with a top mounted fan.

Provide each Type G cabinet with a top mounted fan only when specified on the traffic signal drawings or in the Special Provisions. Ventilate each Type G cabinet if a fan is not a requirement.

Provide Type M-1 and Type R cabinets with a fluorescent fixture and light mounted in the cabinet interior, preferably over the door, at a location least likely to be damaged. The length shall be determined by the cabinet width. Provide the fixture with an on-off switch operated automatically with light on when door is opened and off when the door is closed.

Equip each cabinet with a vehicle and pedestrian detector test panel located on the inside of the cabinet door, equipped with toggle switches and pushbuttons, wired for permitting the introduction of manual calls into each controller vehicle or pedestrian detector input. The toggle switch, in one position, shall permit calls into the controller for vehicle and pedestrian detectors. The toggle switch, in one position, shall disconnect the vehicle and pedestrian detectors and permit calls into the controller via manual push button actuation. Provide each vehicle and pedestrian detector circuit with a separate toggle switch and manual push button. Provide toggle switches and push buttons for all future phases and wire to the terminal blocks.

Equip Type M-1 cabinets with a hook type door stop. Make the hook end at least 40 mm (1.5 in.) long. For Type R cabinets locate a door stop device at the top or bottom of the door that will allow securely fastening the door opened to 90 and 180 degrees.

Install a conflict monitor (malfunction management unit) as hereinafter described in each traffic signal cabinet.

Install load switches as hereinafter described in each traffic signal cabinet.

Provide necessary cabinet wiring, connecting cables, and support bases for all future vehicle and pedestrian phasing possible for each specific controller. Provide phase overlaps when specified on the traffic signal drawings. Provide a load switch with each support base for future operation. The cabinet wiring diagram shall include clear instructions for expansion to the additional phases and all wiring to be changed or removed shall be tabulated. It shall not be necessary to add wiring to expand phases.

Furnish a local communications interface panel. This panel and its purpose is described in Subsection 623.02.25.

Provide terminal blocks for connection of a minimum of 16 loop amplifier connecting cables (160 terminals) in each "Type R" cabinet. Provide additional terminal blocks for loop amplifier connecting cables required for local traffic computer systems and counter detectors. The number of additional loop amplifier connecting cables required shall be specified on the traffic signal drawings or in the Special Provisions.

(c) Conflict Monitor (Malfunction Management Unit). Make the conflict monitor a self-contained solid state device capable of detecting conflicting signal displays and/or improper power supply voltage from the controller.

The unit shall monitor for conflicting indications during the green, amber, and walk of each phase and be programmable to designate the conflicting phases. The unit shall also monitor all red signal sections on each approach of each phase; a conflict shall be indicated if all red signal lamps on any single approach are dark. All monitoring shall be done on the field side of the cabinet wiring terminals.

When the monitor is triggered as a result of sensing conflicting indications or the "auto-flash" switch is switched to "flash," have the monitor place the intersection into emergency flash, stop time the controller, and store and display the conflicting indications experienced at the moment of the conflict on the front of the unit. The monitor shall retain this operation until reset by a front panel pushbutton.

When the monitor is triggered as a result of sensing a supply voltage error, have the monitor place the intersection into emergency flash and retain this operation until reset by the front panel pushbutton or restoration of proper power.

The sensitivity of the threshold level shall be 25 ± 5 VAC. Voltage levels above 30 VAC shall be sensed while voltages below 20 VAC shall not be sensed. The monitor shall not trigger until the conflict has been sensed for more than 100 ms.

Wire the monitor for eight vehicle and four pedestrian phases.

Make the monitor capable of outputting a ground true signal when in a conflicted condition. Wire this output to the communication interface panel terminal.

Provide a conflict monitor meeting the requirements of NEMA Standards Publication No. TS 2, Section 4.

(d) Load Switches. Accomplish the interface between the controller and the vehicle and pedestrian signals through solid state load packs. Each load pack shall have three solid state switches in a modular assembly for opening and closing the connection between applied power and the traffic signals.

Provide load switches conforming, in its entirety, to the current NEMA Standards Publication No. TS 2, Section 6.

623.02.25 Local Traffic Computer System Coordination Equipment. Use local computerized traffic control system requirements specified in the Special Provisions.

623.02.26 Time Base Coordination Unit. Provide the unit for coordination of signalized intersections without the use of the interconnect cable. Use the latest technology solid state circuitry as specified in the Special Provisions in the coordination unit.

623.02.27 Pre-Timed Controller Units. Controller unit requirements shall be specified in the Special Provisions.

Only use pre-timed controller units when directed.

DETECTORS

623.02.28 Video Image Detection System. Provide in each system complete intersection detection, automatic incident detection, freeway detection/management, freeway ramp control, vehicle counting/classification, collection of traffic statistics, turning movement analysis, wrong-way detection, queue length analysis, and critical incidents in real-time for traffic management.

(a) General. The video image detection system shall provide flexible detection zone placement anywhere and at any orientation within the combined field of view of the cameras. Preferred presence detector configurations shall be lines placed across lanes of traffic or lines placed in-line with lanes of traffic. A single detector line shall be able to replace multiple conventional detector loops connected in series. Detection zones shall be able to be overlapped and shall also have the capability of implementing logical functions, including AND, OR, NAND, N or M and delay/extend timing.

In addition, the video image detection system shall be capable of removing shadows, such that vehicles casting shadows into adjacent lanes during daylight hours or casting headlight glare into adjacent lanes during the nighttime hours do not "Trigger" video loops in any adjacent lanes. The system shall also be capable of Wrong direction detection, such that vehicles traveling in the departing direction from the intersection do not "Trigger" video loops configured for the approaching direction, and image stabilization, such that vehicle detection does not fail during windy conditions.

The detection zone shall be located and placed by means of a field programming unit. The system shall be capable of showing images of the detection zones superimposed on the video image of traffic.

Supply a power unit having capabilities for 115 VAC, 60 Hz and 230 VAC, 50 Hz.

Install a separate power outlet for the video detection. Do not use the GFI service outlet in the cabinet. Do not plug other controller cabinet equipment into the GFI service outlet.

Terminate the power cables for the video cameras on a terminal strip with the appropriate connection being made to the power bus.

Place video equipment on a shelf and in a secure fashion. Do not stack equipment.

Splice the power cable according to the splicing detail on Standard Plan Sheet T-30.1.16 or by another approved method.

Connect the coaxial cable via a "BNC" and barrel connection, and make waterproof.

Serial communications for the processing unit shall be a 9 pin male D connection, RS232/422 together with a 15 pin female connection, NEMA TS2 (SDLC).

The processing unit shall have 32 detection outputs utilizing a 37 pin female D connector. The detection outputs shall be of the open collector or open emitter type. The detection outputs shall be of the open or closed type for vehicle detection.

When a vehicle is under a detection zone, the detection zone shall change in color or intensity on the monitor, thereby verifying proper operation of the detection system. Color changes may also be used to indicate detection delay and extension timing.

The video detection system shall reliably detect vehicle presence when the camera is mounted 10 m (30 ft) or higher above the roadway, when the camera is adjacent to the desired coverage area, and when the length of the detection area or field of view is not greater than 10 times the mounting height of the camera. The camera shall not be required to be mounted directly over the roadway. A single camera, placed at the proper mounting location with the proper lens, shall be able to monitor all through travel lanes and turning movements simultaneously.

All system hardware components shall be warranted by the supplier for a minimum period of 2 years, starting after the system has been accepted.

Overall performance of the video detection system shall be comparable to inductive loops. Using standard camera optics and in the absence of occlusion, the system shall be able to detect vehicle presence with 98% accuracy under normal conditions (day and night) and 96% accuracy under adverse conditions (fog, rain, snow).

(b) Equipment. Provide a Central Video Processor (CVP) including all necessary cables, harnesses, materials, fittings, field programming unit and all field assistance during installation, software, training during installation, follow-up training and technical support after installation, and any miscellaneous components detailed in the contract necessary to provide a complete and operating video detection system at signalized intersections, ramp meters, and ITS VID stations.

Provide cameras with variable focal length and capable of motorized zoom to optimize performance.

Provide a field programming unit system, when specified in the plans, equipped with a modern and portable printer as needed for set-up and viewing of vehicle detections.

Furnish video power and coaxial cable that is compatible with and makes the system complete and operating.

(c) Central Video Processor (CVP). Furnish a CVP system capable of detecting vehicles in multiple traffic lanes. A minimum of 100 detection zones shall be user-definable through interactive graphics by placing lines and/or boxes in an image on a video monitor. The user shall be able to redefine previously defined detection zones. The CVP shall calculate traffic parameters in real-time and provide local non-volatile data storage for later downloading.

The CVP system shall be capable of simultaneously processing information from a minimum of 4 asynchronous video sources or as specified on the plans. The video sources may be, but are not required to be, synchronized or line locked. The video shall be digitized and analyzed at a rate of 30 times per second.

Provide a CVP system capable of detecting the presence of vehicles in a minimum of 100 detection zones within the combined field of view of the cameras.

Different detector types shall be selectable via software. Detector types shall include count detectors, presence detectors, directional presence detectors, speed detectors, station detectors, input detectors, and detector logical functions. The speed detectors shall report vehicle classification based on length. Three length categories shall be user-definable in software.

Once the CVP system has been properly set up using the field programming unit, it shall be possible to disconnect the unit. The CVP shall then detect vehicles as a stand-alone unit, calculate traffic parameters in real-time, and store traffic parameters in its own non-volatile memory.

The duration of time intervals (or time slices) shall be user-selectable as 10, 20 and 30 seconds, and 1, 5, 10, 15, 30, or 60 minutes.

The time interval data shall be retained in non-volatile EEPROM flash memory with the CVP for later uploading to the field programming unit for analysis.

Retrieval of data stored in the non-volatile memory of the CVP shall be via a serial communications port. Provide provisions for downloading of data via a modem and dial-up telephone lines, via private cable or fiber optic network, and via direct connection to another computer by cable.

The CVP shall include the capability to capture a video image (snapshot) from a selected image sensor input and transmit the image to the field programming unit for display. Compress the captured video image to mini-

mize the time needed to transmit the image. Provide an option to allow continuing or suspending detection while the video image is being compressed and transmitted.

Furnish a shelf or rack mountable CVP capable of fitting in a conventional traffic signal controller cabinet.

Design the CVP to operate reliably in the adverse environment found in the typical roadside traffic signal controller cabinet and to meet the environmental requirements set forth by the National Electrical Manufacturers Association TS 1 and TS 2 specifications, as well as the environmental requirements for Type 170 and Type 179 controllers. Operating temperature shall be from –35 °C (–31 °F) to 74 °C (165 °F) at 0% to 95% relative humidity, non-condensing.

Use gold-plated DIN bus connectors to interconnect the modules of the CVP.

Power the CVP by 89 to 135 VAC, 60 Hz single phase, or by 190 to 270 VAC, 50 Hz, single phase. The power supply shall automatically adapt to the input power level. Surge ratings shall be as set forth in the NEMA TS 1 and TS 2 specifications.

NEMA red/green inputs for up to 16 phases shall provide controller state information for detection and Extend/Delay timing functions. Use an approved connector on the front of the CVP for these NEMA inputs.

Equip the CVP with a minimum of four RS-170 (B&W)/NTSC (color) composite video inputs, so that signals from four cameras or other synchronous or non-synchronous video sources can be processed in real-time.

(d) Camera Requirements. The video cameras used for detection shall produce a useable video image of vehicles under all roadway lighting and environmental conditions, regardless of time of day. Images shall be produced through a CCD (charge coupled device) sensing element. Each camera shall have a field adjustable focal length and aperture to adjust to the specific site requirements. The camera shall be adjustable in the field via a handheld controller or other approved method. House the camera in a NEMA 4 water-resistant, dust-proof enclosure with provisions to prevent moisture condensation inside the enclosure. The camera shall operate satisfactorily in a temperature range from –35 °C (–31 °F) to 74 °C (165 °F) and a humidity range from 0% to 95% relative humidity. Include lightning protection as part of the camera assembly. Equip the camera enclosure with weather-tight connectors at the rear or bottom of the enclosure for power, video, and adjustment cables. Supply cameras which have been tested and proven to be fully functional with the CVP and camera mounting hardware. The minimum power, adjustment and video cable lengths furnished with the camera shall be sized to fit the site requirements to run continuously from the camera to the CVP plus 3 m (10 ft) of slack. Provide cables suitable for outdoor installation with direct exposure to the sun.

Mount the camera on the mast arm or the luminaire arm. The exact position, height, orientation, and rotation of the mounting device shall be specified by the system supplier.

(e) Field Programming Unit System. When called for in the contract, provide a field programming unit system equipped with a modern and portable printer as needed for set-up and viewing of vehicle detections. The equipment manufacturer shall contact the Department's Traffic Signal Design Engineer for approval prior to bidding. This unit shall be considered incidental to Video Image Detection System.

The field programming unit shall be capable of driving an external current industry standard monitor, shall be capable of both battery and AC operation, and shall include required batteries, chargers, protective carrying case, including a portable ink jet printer, and system software.

(f) Video Coaxial and Power Cable. The video coaxial cable shall have a tined copper double braid shield, with 98% shielding. Provide polyethylene insulation. Use Belden 8281, West Penn P806, or approved equivalent. Furnish BNC plug connectors at both ends of the cable for connection to the camera and to the CVP. Provide video power cable as shown on the plans.

623.02.29 Emergency Vehicle Optical Detector System. The system shall employ optical communication to identify the presence of designated priority vehicles and cause the traffic signal controller to advance or hold a desired traffic signal display selected from phases normally available. Use emergency vehicle detectors listed in the QPL.

(a) General. Make up the Emergency Vehicle Optical Detector (EVOD) system from a matched set of components that will manipulate the existing traffic controller upon recognition of a signal from a designated priority vehicle.

This communication shall be effective to the optical detectors at or near the intersection over a line-of-sight path of at least 700 m (2,300 ft).

Design the system to operate on a first-come, first-served basis or on a selected priority basis and to yield to other priority demands such as railroad crossings.

Make the system capable of interfacing with existing traffic signal controllers without compromising normal operation or existing safety provisions. Compose the system from an optical emitter assembly, optical detectors, optical detector cable, and phase selector assemblies.

Use matched system components, proven through integrated testing and extensive functional experience, to ensure desired performance. Make the matched system components compatible with all types of traffic signal controllers, such as, electro-mechanical or solid-state. Matched components shall provide future system compatibility of all priority control elements.

Furnish all equipment supplied as part of the optical priority remote traffic control system meeting the electrical and environmental specifications spelled out in the current NEMA standards.

All equipment supplied as part of the priority control system intended for use in or on emergency vehicles shall operate properly over an ambient temperature range of –30 °C (–20 °F) to 60 °C (140 °F) and in air with relative humidity from 5% to 95% and a vehicle battery voltage of from 10 V to 15 V.

(b) Optical Emitter Assembly. Furnish an optical emitter assembly, when required in the plans, that is lightweight, weather-resistant, light-emitting device with an internal regulated power supply. Design the optical emitter assembly to produce precisely timed, crystal-controlled optical energy pulses of high-intensity light from a single source, at a rate of 14.035 Hz or 9.639 Hz, depending on the emitter control switch employed.

(c) Optical Detectors. Provide lightweight, weatherproof, adjustable, single or dual-directional optical detectors. Design the internal circuitry to transform optical energy from the optical emitter assembly into electrical signals for delivery up to 305 m (1,000 ft) via optical detector cable to the phase selection equipment.

The optical detectors shall be of high-impact polycarbonated construction with non-corrosive hardware. Design optical detectors for simple mounting at or near an intersection on mast arm, pedestal, pipe, or span wire. Provide optical detectors capable of operating at an ambient temperature range of –30 °C (–22 °F) to 79 °C (174 °F).

The unit shall be responsive to the optical emitter at a distance of at least 550 m (1,800 ft) and shall be capable of providing the necessary electrical signal to the phase selector through up to 305 m (1,000 ft) of optical detector cable.

(d) Optical Detector Cable. Provide durable optical detector cable having the necessary electrical characteristics to carry power from the phase selector assembly to the optical detector and to carry the optical detector signal from the optical detector to the phase selector.

Furnish cable having three conductors, AWG 20 (7 x 28) stranded and an individually tinned drain wire, to provide signal integrity and transient protection. Provide copper cable conductors shielded with aluminized polyester. The shield wrapping shall have a 20% overlap to ensure shield integrity following conduit and mast arm pulls. Provide cable capable of delivering the necessary quality signal from the optical detector to the phase selector assembly over a non-spliced distance of 305 m (1,000 ft). The cable shall deliver sufficient power to the optical detector over a non-spliced distance of 305 m (1,000 ft).

Use cable with a 600 V minimum insulation rating and a temperature rating of at least 80 °C (176 °F).

Color code cable orange for delivery of optical detector power (+), blue for optical detector power return (–) or optical detector signal, yellow for optical detector signal, and bare for optical detector power return (–).

(e) Phase Selector Assembly. Furnish phase selector assemblies that interface between the optical detectors and the controller unit, maintain the existing controller unit's fail-safe provision, and provide sufficient power for up to three optical detectors per channel.

The assembly shall provide suitable sensitivity to the optical detector signal via adjustable range potentiometers.

Provide a plug-in, two or four channel, dual-priority device intended to be installed directly into the input file of control cabinets equipped with priority phase selection software.

The assembly shall be powered from AC mains and contain an internal, regulated power supply to power optical detectors.

Furnish an assembly capable of recognizing 9.639 ± 0.119 Hz as Frequency I and 14.035 ± 0.255 Hz as Frequency II pulse rates as delivered by the optical detectors.

The assembly shall deliver signals to the controller to cause selection of the desired phase green display for the approaching vehicle.

Equip the assembly with a test switch for each channel to deliver Frequency I or Frequency II signal pulse rates to verify proper function at both optical emitter flash rates, first-come, first-served operation, and Frequency II override capability.

The assembly shall have a selectable call dropout time of 5 or 10 seconds, 0 to +2.5%.

623.02.30 Inductive Loop Vehicle Detectors. The term "loop vehicle detector" applies to a complete installation consisting of a loop or group of loops installed in the roadway, as shown on the plans, lead-in cable and a sensor units (amplifier) with integral power supply installed in a traffic signal controller cabinet.

(a) General. Use vehicle detectors of the type as specified in the Plans and Contract Special Provisions.

Install the loop detector conductors before placing the final surface course on new paving projects. Install the conductors as shown on the plans, in the compacted layer of asphalt concrete immediately below the uppermost layer.

Adjust loop detector layouts on Portland cement concrete pavement to avoid the transverse weakened plane joints.

Circular loop detector with a 1.8 m (6 ft) diameter may be installed, in lieu of the 1.8 m x 1.8 m (6 ft x 6 ft) loop detectors shown in the plans.

Also, a series of circular loop detectors with a 1.8 m (6 ft) diameter may be installed, upon approval of their spacing, in lieu of the rectangular 1.8 m x 6 m (6 ft x 20 ft) loop detectors shown in the plans.

(b) Sensor Unit Amplifiers. The detector shall be rack or shelf mounted, as indicated in the plans, in a traffic signal controller cabinet, connected to the cabinet wiring through 44 terminal cinch jones connector (50-44-30m) and wire harnesses. All detectors shall be one or two-channel type with independent channel controls. When called for in the contract, each channel shall include a delay/extension time function and/or count function.

All loop detectors shall utilize digital design throughout, for threshold, time, and cycle calculations. Use period measurement, the time elapsed per cycle, frequency measurement, or the cycles counted in a set time interval techniques to determine a change in inductance.

The two-channel construction shall ensure isolation of the channels to eliminate "cross talk" between adjacent loops. Period measurement detectors shall use alternate scanning to accomplish this isolation.

The detector shall include a fail-safe to call feature on each channel to provide a detect output in the event of open circuit loops. The minimum composite loop inductive operating range shall be 50 to 1,000 microhenries and shall allow up to 305 m (1,000 ft) of loop lead-in. Detectors may be self-tuning with automatic tracking or require initial tuning with a minimum automatic drift compensation range of ± 5%, after initial adjustment. Detector outputs shall be optically coupled. The output shall be fail safe (closed) in the event of power loss.

Operational selections or adjustments shall be made by digital switches on the front panel. A minimum selection of three frequency ranges and three sensitivity (change in inductance) ranges shall be provided along with a presence or pulse output mode and a reset selector. Controls shall be separate and repeated for each channel.

Provide an output indication (LED) for each channel and locate the indicator on the front panel.

Furnish loop detector amplifier channel conforming to NEMA TS-2 specifications.

(c) Conductor. Loop detectors may consist of 14 AWG stranded copper wire with cross-linked polyethylene (XHHW) insulation conforming to requirements of IMSA Specification No. 51-3, encased in a flexible vinyl plastic or polyethylene tubing with an inside diameter of 5 mm (0.197 in.), a minimum wall thickness of 0.8 mm (0.0315) and a minimum outside diameter of 6 mm (0.236 in.). Provide smooth bore, highly abrasion resistant tubing capable of resisting deterioration from oils and solvents. Insert the wire into the vinyl plastic or polyethylene tubing for the full length from the point of splicing and place into the slot with the number of

turns as shown on the plans. At the time of placing the loop wire in the sawed slots, seal the ends of the tubing to prevent any entrance of moisture into the tubing.

(d) Lead In Cable. Use loop lead-in cable to connect the loop installed in the pavement to the loop detector unit installed in the controller cabinet. Loop lead-in cable shall be No. 16 AWG copper, polyethylene insulated twisted pairs, shielded and enclosed within a polyethylene jacket. Use loop lead-in cables conforming to IMSA Specification No. 50-2.

(e) Loop Detector Sealant. Use loop sealant as a filler for loop saw cuts, and to secure and protect the loop wire. The sealant shall have sufficient strength and hardness to withstand stress and abrasion from vehicular traffic and still remain flexible enough to provide stress relief under thermal movement.

In addition, the sealant shall have the ability to bond to both concrete and asphalt, have a rapid cure rate so that the pavement may be open to traffic within 30 minutes after installation, initial fluidity to permit installation in a narrow saw cut down to at least 4.4 °C (40 °F), moisture insensitivity so that it may be applied to damp pavement effectively, and resistance to vehicular fluids and road salt.

Use a loop sealant approved by the maintaining agency. Manufacturers of loop sealants are listed in the QPL. If electing to use an epoxy loop sealant, use an epoxy loop sealant conforming to Subsection 728.03.05.

(f) Installation Details. Installation and tests shall conform to the details and notes shown on the plans.

Saw cut slots in pavement. Chip off sharp edges and 90 degree corners. Blow saw cuts clean and dry with compressed air to remove all excess moisture and debris before installing inductive loop detectors. For repairing damaged saw cuts, clean away all loose spalled material from saw cut, chip back to sound asphalt concrete or Portland cement concrete and clean all loose material from loop wire.

Unless shown otherwise, each loop shall consist of three turns of conductor as specified in subparagraph (c) of this Subsection.

Twist lengths of loop wires that are not imbedded in the pavement with at least 5 turns per meter (yard) between roadway and pullbox. Splice between loop wire and detector cable in the pullbox in a satisfactory manner.

In addition to the required tests, check each detector loop for continuity before filling slot with epoxy or sealant. Insulation test for each loop to ground shall not be less than 10 megaohms, using an approved insulation testing device. See Subsection 623.03.21.

Fill the slots with sealant to within 3 mm ($^1/_8$ in.) of the pavement surface. Place the sealant at least 25 mm (1 in.) thick above the top conductor in the saw cut. Before setting, remove surplus sealant from the adjacent road surfaces without the use of solvents.

Continuously run conductors of all loops to be operated by each sensor unit, without splices, to the nearest pull box. Join the loops in the pull box in combination of series and parallel so that optimum sensitivity is obtained at the sensor unit. Do not make final splices between loops and lead-in cable until the operation of the loops under actual traffic conditions is approved.

Splice all loop conductors for each direction of travel for the same phase of a traffic signal system in the same pull box, to a cable which runs from the pull box adjacent to the loop detector to a sensor unit mounted in the controller cabinet.

Terminate all loop conductors for traffic counters in a pull box or on a terminal strip in the traffic count station cabinet when such a cabinet is installed.

Identify and band conductors for inductive loop traffic signal and traffic counting installations in pairs, by lane, in the pull box adjacent to the loops and near the termination of the conductors in the controller or traffic count station cabinet. In the pull box, also identify each loop at the beginning and ending of each pair. Bands shall conform to Subsection 623.02.21.

Do not provide sensor units for inductive loop traffic counting installations.

Where detector lead-in cables are spliced or are spliced to loop conductors or magnetometer detector leads, solder the splices by the hot iron, pouring, or dipping method. Do not open flame solder. Join conductors by the use of UL listed pressure connectors or other approved method. Insulate splices by one of the following methods:

1. Thermosetting Epoxy Compound. Pour a 2 part liquid thermosetting self-curing epoxy resin, where the 2 parts are mixed just before use, into molds of dimensions suitable for the splice.
2. Thermosetting Polyurethane Compound. Pour a 2 part liquid thermosetting self-curing polyurethane resin, where the 2 parts are mixed just before use, into molds of dimensions suitable for the splice.

(g) Preformed Loop Detectors. At own option, preformed inductive loops may be installed, when approved, as an alternative to saw cut loops.

Preformed loop detectors may be used where they will be overlayed with a new dense graded plantmix surface course of at least 50 mm (2 in.) in compacted thickness. Do not place preformed loop detectors in saw cuts. Anchor the preformed loop detectors to the existing pavement or base course to prevent movement during the paving operation.

No single component or connector of the detector may have a dimension greater than 25 mm (1 in.) in width when laid flat against the existing roadway surface or base.

The detector wire shall not be less than No. 16 AWG, THHN or TFFN stranded. Encase detector wires in a polypropylene conduit, resistant to asphalt penetration and heat. Expansion joints may be used to allow for expansion and contraction of the roadway surface. Encase lead-in wires in a flexible, sealed 15,500 kPa (2,248 psi) conduit. Fill all conduits with a rubber asphalt sealant to allow flexibility and to prevent moisture from entering the conduit. All preformed loops shall have four turns of wire.

Do not splice the lead-in wire to the loop detector wire. Run wire continuous from head to tail.

Determine the actual required length of the encased lead-in wires. No additional compensation will be allowed for the actual length of lead-in wires.

Manufacture and install the preformed loop detectors in an approximately 1.8 m (6 ft) square or round shape.

623.02.31 Pedestrian Push Buttons. Furnish ADA (Americans With Disabilities Act) compliant pedestrian detector assemblies.

Use machined or die-cast aluminum for the push buttons. Powder coat push buttons with paint matching Color No. 37038 as shown in Table VIII of Federal Standard No. 595B.

Provide a weatherproof assembly and so construct to be shockproof under any weather condition.

Furnish pedestrian push buttons of a precision type, single pile, single throw, expansible to three poles, single throw operation, having pressure type terminals rated at 120 VAC, and capable of 1×10^6 operations.

Provide UL listed, CSA certified switches which meet the requirements of NEMA ICS-1, ICS-2, and having the following characteristics:

1. Stainless steel or aluminum operator switching units, mounted within the housing with a stainless steel, non corrosive, tamperproof, fastening device of such a size to permit recessed mounting in most existing standard type pedestrian push buttons without any modifications to either unit.
2. Semi-hemispherical in shape actuator with the cone extending 11 mm ($^7/_{16}$ in.) to 13 mm ($^1/_2$ in.) above the bezel of the switch housing, and 50 mm (2 in.) in diameter.
3. A switch with an operating force of 2.5 to 3.6 N (9 to 13 ounces) and a minimum release force of 1.1 N (4 ounces). Pretravel shall be 0.4 mm ($^1/_{64}$ in.) maximum. Overtravel shall be 5.6 mm ($^7/_{32}$ in.) minimum. Differential travel shall be 0.01 to 0.05 mm (0.0004 to 0.002 in.).

Install push button and sign on the crosswalk side of the pole.

Point arrows on push button signs in the same direction as the corresponding crosswalk.

Make pedestrian push button signs of porcelain enameled metal.

TRAFFIC SIGNAL ASSEMBLIES

623.03.01 General. Furnish material conforming to these Specifications, Equipment and Material Standards of the Institute of Transportation Engineers (ITE), and the Standards of the maintaining agency.

623.03.02 Vehicle Signal Housing. Each vehicle signal housing shall be of the adjustable type conforming to the requirements in the ITE Publication: ST-017A. “Equipment and Material Standards.”

Construct traffic signal heads, pedestrian heads, and all component parts of die cast aluminum.

Unless otherwise shown on the plans, all vehicle signal faces shall contain three sections arranged with the red on top, yellow in the center, and green on the bottom.

Use the same make and type signal faces at all locations for any one intersection.

Orient vehicle and pedestrian signal mountings so as to provide maximum horizontal clearance to the adjacent roadway.

The signal face housing, or case, shall consist of an assembly of separate interchangeable sections, expandable type for vertical mounting without tie rods, substantially secured together in a watertight manner to form a unit. Each section shall house an individual optical unit.

Each housing section shall be complete with a one piece, hinged door mounting for the lens and other parts of the optical system, water-tight gaskets, and a simple door-locking device. Mount the optical system so that the various parts may be swung open for ready access or removal. Make the sections interchangeable and construct so that sections can be removed or added. Provide a round opening in the top and bottom of each head to receive 40 mm ($1^1/_2$ in.) supporting pipe frame. Make parts of the housing, including the doors and end plates, of die cast or permanent mold-cast aluminum conforming to ITE Publication ST-017A, and provide all parts clean, smooth and free from flaws, cracks, blow holes, or other imperfections.

Provide exposed bolts, screws, hinge pins, door-locking devices and other hardware of stainless steel. Provide interior screws and fittings of stainless steel or approved nonferrous, corrosion resistant material.

Make gaskets, including door, lens, and reflector gaskets, but not including lamp receptacles gaskets, of neoprene. Make lamp receptacles gaskets of material not affected by heat. The lamp receptacles gasket will not be required when the lamp receptacles is not in direct contact with the glass reflector.

Wire lamp receptacles so that a white wire will be connected to shell of the lamp receptacles and a black or colored wire to the bottom or end terminal of the lamp receptacles. These wires shall, in turn, be connected to the terminal block mounted inside at the back of the housing. Provide the terminal block with sufficient screw type terminals so as to terminate all field wires and lamp wires independently, with separate screws. Permanently identify the terminals to which field wires are attached or use color coded wiring to facilitate field work.

Use lamp receptacles wires of No. 18, or larger, 600 V, appliance wiring material (AWM), with 0.75 mm (0.0313 in.) thickness thermoplastic insulation rated 105 °C (221 °F) or with insulation that conforms to MIL-W-16878 D, Type B, with vinyl nylon jacket rated 115 °C (239 °F) and exceeds ITE requirements Section 13.02 Wiring.

Mark the manufacturer's name or trademark, wire size, insulation type-letter designation and temperature rating on the insulation or submit a Certificate of Compliance conforming to the provisions in Subsection 106.05, by the manufacturer with each shipment of traffic signal head units.

Provide each lens with a removable hood, conforming to ITE Publication ST-017A, 1.3 mm (0.05 in.) minimum thickness, of sheet aluminum of the tunnel type, open at the bottom and ends. Make hoods for 200 mm (8 in.) section a 180 mm (7 in.) minimum length and for 305 mm (12 in.) section a 240 mm (9.5 in.) minimum length unless otherwise shown on the plans. Make hoods with a minimum downward tilt of 3.5 degrees.

Construct each signal section in such a manner that structural failure of the housing will not occur with a wind load pressure of 1,200 Pa (0.174 psi) on the projected area of the complete signal face housing, including back plate and hoods.

Each optical unit shall consist of an assembly of a lens, reflector, a lamp receptacle, and other components as required.

Make lenses of either glass or ultra-violet stabilized plastic conforming to the appropriate ASTM specification for the plastic being used. Plastic lenses shall not distort due to heat from the highest wattage lamp required. Provide lamps conforming to the ITE Publication ST-017A.

Provide signal faces with 305 mm (12 in.) sections or as shown on the plans.

Provide all green arrow signal indications with a uniform prismatic diffusing or equal interior surface. Configuration, backing, color, and marking of the arrow lens shall conform to the requirements of the ITE Publication ST-017A.

Make reflectors of silvered glass, specular aluminum with an anodic coating, or metalized plastic conforming to ITE Publication ST-017A.

Lamp receptacles shall conform to ITE Publication ST-017A.

Design each optical unit, including lens, reflector, lamp, and visor to minimize the return through the lens of outside light entering the lens at low sun angles, to prevent the effect termed Sun Phantom.

623.03.03 Lamps. Provide the type of lamps specified in the plans.

Furnish traffic signal lamps conforming to the ITE Standard for Traffic Signal Lamp. A minimum of 60 watt, 590 lumens, 120 volt, clear, traffic signal lamps of 8,000 hour minimum rated life shall be furnished with 200 mm (8 in.) signal heads and 300 mm (12 in.) pedestrian heads. A 150 watt, 1,750 lumens, 120 volt, clear, traffic signal lamp of 6,000 hour minimum rated life shall be furnished with 300 mm (12 in.) traffic signal heads.

Furnish traffic signal heads with red, yellow, and green light emitting diode (LED) modules meeting the requirements in the ITE Standard titled "Vehicle Traffic Control Signal Heads" (VTCSH). The colors of the LED traffic signal modules shall conform to the chromaticity requirements of Section 8.04 and Figure 1 of the VTCSH standard.

Furnish and install red, and yellow LED modules and red tattletale lights that utilize AllnGaP technology. Green LED modules shall utilize InGaN technology. Use lights meeting the requirements set forth in the Interim LED Purchase Specification of the ITE, VTCSH, Part II: LED Vehicle Traffic Signal Modules, latest edition, except provide yellow LED modules with intensity that is at least twice the intensity of red LED sections.

Provide a minimum five year warranty for red, yellow, and green LED modules and red tattletale lights. With the submittal information, provide certification from a qualified independent test facility, that red, yellow, and green LED modules meet the requirements of the latest edition of ITE, VTCSH, Part II, including the exception stated for yellow LED modules.

Lamps for existing and temporary 200 mm (8 in.) units shall be 69 W maximum, 550 lm minimum initial, clear, 8,000 hour life, 62 mm (2.441 in.) Light Center Length, 120 V traffic signal lamps. Traffic signal heads of a 200 mm (8 in.) size may only be used as temporary equipment or when specified.

Lamps for the 305 mm (12 in.) units shall be 150 W maximum, 1,650 lm minimum initial, clear, 8,000 hour life, 75 mm (3 in.) Light Center Length, 120 V traffic signal lamps.

Position the lamp in the lamp holder to provide lamp filament orientation with the open portion of the filament facing upward or as recommended by the manufacturer of the lamps.

623.03.04 Directional Louvers. Where shown on the plans, furnish and install louvers in signal hoods. Construct directional louvers so as to have a snug fit in the signal hoods. Construct the outside cylinder of 0.8 mm (22 gage) sheet steel and construct the vanes of 0.4 mm (27 gage) sheet steel or construct the cylinder and vanes of ASTM B209, 3003-H14 aluminum alloy of similar construction. Thickness dimensions and arrangements of vanes shall be as shown on the plans.

623.03.05 Back Plates. Construct back plates of ASTM B209, 3003-H14 aluminum alloy sheet 1.3 mm (0.051 in.) minimum thickness, and of the dimensions shown on the plans.

Where a back plate consists of 2 or more sections, fasten the sections with rivets or with aluminum bolts, peened after assembly to prevent loosening.

Provide mast arm mounted, bracket mounted and post top signal heads and programmed visibility signal heads with back plates.

No background light shall show between the backplate and the signal face or between sections.

623.03.06 Signal Head Mounting. Support bracket mounted signal heads, as shown on the plans, by mounting brackets consisting of watertight assemblies of 40 mm (1.5 in.) standard steel pipe and malleable iron, ductile iron, or brass pipe fittings. Set members either plumb or level, symmetrically arrange, and securely assemble. Construct so that all conductors are concealed within the assembly.

The dimensions of mounting brackets between the axis through the center of the terminal compartment, or slip-fitter, shall not exceed 280 mm (11 in.), except where required to provide proper signal head alignment.

At each signal location, unless otherwise shown on the plans, construct a terminal compartment into the

mounting brackets. Fit each compartment with a terminal block containing 12 poles, each with two screw type terminals. Each terminal shall accommodate at least five No. 14 conductors. Provide a rain-tight cover, giving ready access to the terminal block. Make the terminal compartment from bronze of sufficient strength to remain intact in the event the pole is knocked down. Make slip-fitters, where used without integral terminal compartment, of cast-iron or bronze.

For post-top mounting of bracket mounted signals, cast the terminal compartment with an integral slip-fitter. For post-top mounting of a one way signal head, a slip-fitter without a terminal compartment may be used. Slip-fitter shall fit over a 100 mm (4 in.) standard pipe or 115 mm (4.5 in.) outside diameter end of tapered standard pipe. Provide each slip-fitter with 2 rows of steel set screws, with 3 screws in each row to secure the assembly in plumb position. Use cadmium plated set screws.

Where signal heads are side mounted on poles, design the terminal compartment to bolt securely to the pole.

Equip signal heads with positive brass lock rings and fittings designed to prevent heads from turning due to external forces. Provide lock ring and connecting fittings with serrated contacts as shown on the plans.

Equip signal head assembly for suspension from mast arm with a slip-fitter as shown on the plans.

Do not install signal heads at any intersection until all other signal equipment, including the controller, is in place and ready for operation at that intersection, except that the signal heads may be mounted if the faces are not directed toward traffic or if the faces are covered.

623.03.07 Pedestrian Signals. All pedestrian signal heads must meet the requirements of ITE Publication ST- 017A, VTCSH: Part 2: Light Emitting Diode (LED) Vehicle Traffic Control Signal Modules.

(a) Faces. Provide pedestrian signal faces as required by the maintaining jurisdiction, otherwise the message symbols for pedestrian signal faces shall be lunar white "WALKING PERSON" and Portland orange "UPRAISED HAND" conforming to ITE Standards: "Pedestrian Traffic Control Signal Indications" and the "Manual of Uniform Traffic Control Devices," unless otherwise specified in the Special Provisions. Make the height of each symbol not less than 250 mm (10 in.) and the width of each symbol not less than 165 mm (6.5 in.).

Use the same make and type of pedestrian signal faces at any one intersection.

Provide each signal with a 38 mm (1.5 in.) deep egg-crate or Z-crate visor designed to eliminate sun phantom.

(b) Housing. Provide either die-cast or permanent mold-cast aluminum signal section housings conforming to ITE Publication ST-017A.

Make the housing for pedestrian signals dustproof, weatherproof, and corrosion resistant and provide for easy access to, and replacement of, all components.

Make the housing suitable for either post-top or bracket mounting.

(c) Finish. Paint the outside of the housing according to Section 614.

623.03.08 Programmed Visibility Traffic Signal Heads. Programmed visibility traffic signal heads and the installation thereof shall conform to Subsections 623.03.02, 623.03.05, and 623.03.06, except the provisions in Subsection 623.03.02 for the removable hood shall not apply.

Make the visibility of the signal indication adjustable within the signal head to fit the lane or lanes in which traffic is to be controlled.

External illumination shall not cause a signal indication nor shall a signal indication in one signal head cause a signal indication in another signal head.

Each section of a signal face shall provide a 305 mm (12 in.) diameter, round or arrow indication. Color and arrow configuration shall conform to ITE Publication ST-008B.

Provide each section with a sun visor.

The indication of each signal head, when unprogrammed, shall be visible from anywhere within 15 degrees of the optical axis. Provide signal head capable of being preset at angles between 9 degrees above and 9 degrees below the horizontal and be preset at 5 degrees below the horizontal, unless otherwise specified.

The signal head with the yellow indication, before programming, shall provide a minimum candlepower of 2,500 cd in the direction of the axis and a maximum candlepower of 100 cd at 15 degrees horizontally in each direction from the axis. Provide said signal head with yellow indication capable of being programmed so that a minimum candlepower of 2,500 cd can be directed along the optical axis and a candlepower of less than 100 cd directed at 0.5 degrees horizontal from the axis and no measurable light is directed from one degree to 15 degrees horizontal from the axis. Under the same conditions, the candlepower of the red indication shall be at least 19% of the yellow indication and the candlepower of the green indication shall be at least 38% of the yellow indication.

Lamps for the signal units shall be 150 W, 120 V, incandescent lamps with a minimum average rated life of 6,000 hours.

During daylight, the signal indications shall be visible only in those areas or lanes designated. During dusk and darkness, a faint glow visible to the side will be permissible.

Provide dimming devices to gradually reduce the candlepower of each signal head for nighttime operation to approximately 15% of that for daytime operation.

Program the head as provided by the manufacturer.

623.03.09 Traffic Signal Signs. Traffic signal signs shall conform to the requirements of permanent signs in Section 627.

623.03.10 Protective/Permissive Left Turn Signal Heads. Furnish and install the protective/permissive left turn signal heads (cluster type) for mast arms and accompanied five section bracket mounted heads.

Furnish and install the R10-5d(s), sign unless otherwise indicated on the plans.

623.03.11 Flashing Beacons. Install flashing beacons where shown on the plans. Unless otherwise specified on the plans, each beacon shall consist of a single section traffic signal head, conforming to ITE Publication ST-017A, with yellow or red lens as shown on the plans. Mounting of beacons, including span-wire mounting if required, shall be as shown on the plans.

Each flashing beacon control unit shall consist of a switch, 10 A plug fuse, flasher, and terminal block housed in a single enclosure.

Use NEMA Type 3R enclosure and provide with top hinged cover, dead front panel, and a hasp for sealing cover. Furnish padlocks for all enclosures.

Provide the enclosure with factory applied, rust-resistant prime coat and baked enamel finish coat. Apply 2 coats of aluminum paint as specified in Subsection 623.02.07. The enclosure may be hot-dip galvanized in lieu of painting.

Provide switches of 10 A, toggle type, single-pole, 2 wire, 120 V, AC, and mount at the top and center of the dead front panel.

When shown on the plans or specified in the Special Provisions, install a 15 A circuit breaker, conforming to Subsection 623.02.08, in lieu of the control switch and 10 A plug fuse specified above.

The flasher shall be solid-state device of adequate capacity and shall have no contact points or moving parts.

Use flashers providing 50 to 60 flashes per minute with a 40% to 60% duty cycle.

Use flashers providing for 2 circuit, alternate operation of beacons and furnish with plug-in mounting.

Use terminal blocks rated at 15 A, 600 V, molded from phenolic material and of the barrier type with plated brass screw type terminals and integral type marking strips.

Provide workmanship and materials equal to that of first class electrical instruments.

When flashing beacons are installed adjacent to or in conjunction with a traffic signal system, install the flasher control in the controller cabinet unless otherwise shown on the plans.

Mount the sign panel on cantilever flashing beacons using galvanized commercial quality 8 mm ($^{5}/_{16}$ in.) diameter hexagonal head bolts and nuts, galvanized flat washers, and lock washers with a fiber washer contacting the face of the sign panel.

LIGHTING ASSEMBLIES

623.03.12 Luminaires, General. Provide high-intensity-discharge luminaires of the enclosed type with horizontal burning lamp and slip-fitted for horizontal mounting on 50 mm (2 in.) pipe. Provide luminaires of either a semi-cutoff or a cutoff type, as indicated on the plans, and provide with a high pressure lamp. Provide semi-cutoff luminaire with a refractor and cutoff luminaires with a flat lens.

Before energizing a luminaire, set the lamp socket in the proper location for the required light distribution according to the manufacturer's instructions, and level the luminaire.

Each luminaire shall consist of a housing, reflector, terminal strip, refractor or a lens, a lamp socket and lamp, and an integral ballast. Glare shields are not required unless indicated on the plans.

Fabricate all parts of the luminaire from corrosion-resistant materials.

Fabricate each housing from aluminum by either diecasting or forming. Housings that are painted shall withstand a 1,000 hour salt spray test as specified in ASTM B117. Fabricate glare shields when required from the same materials as the luminaire.

The reflector may be a separate unit or may be integral with the housing. Provide specular reflector surface and protect by an electrochemically applied anodized finish. The reflector configuration shall reflect a minimum of light through the arch tube of the lamp.

Mount each refractor or flat lens in a frame that is hinged to the housing and secure with a spring loaded automatic latch. Gasket the joint between the frame or reflector and the housing. Make each refractor of heat-resisting glass or polycarbonate material as indicated on the plans. Make each flat lens of heat and impact resistant glass.

Each lamp socket shall be a porcelain enclosed mogul-multiple type. The shell shall contain integral lamp grips to insure electrical contact under conditions of normal vibration. Mount the socket in the luminaire in a manner to permit presetting a variety of specific light distribution patterns. Weld the socket leads to the screw shell and spring-loaded center contact. Provide socket rated for 1,000 W and capable of withstanding a 6 kV high potential test.

The optical system (reflector, refractor or flat lens lamp socket and lamp) shall be a sealed chamber with provision for filtered breathing. Breathing shall permit intake and exit of air into or from the chamber as a result of expansion or contraction of air in the chamber due to lamp heat. Accomplish filtering by either a separate filter or a filtering gasket.

Terminate field wires connected to the luminaire on a barrier type terminal block secured to the housing. Provide captive terminal screws equipped with wire grips for wire up to No. 6. Pre-wire all components to a single strip assuring that field connections are made to clearly identified line terminals.

Each integral ballast shall be as specified in Subsection 623.03.19. Where the components are mounted on a down-opening door, hinge and secure the door separately from the refractor or flat lens frame. The door shall be easily removable and replaceable. Secure the door to the housing in a manner to prevent accidental opening.

Provide in-line fuse holders for all luminaires either in base of pole or in signal controller cabinets.

623.03.13 High Pressure Sodium Luminaires. High pressure sodium luminaires shall meet the requirements of Subsection 623.03.12.

Furnish each high pressure sodium luminaire with a 100 W, 250 W, 400 W, 1000 W or other wattage high pressure sodium lamp as indicated on the plans.

The light distribution for luminaires shall correspond to the IES type shown on the plans.

Operate the lamp at the wattage necessary to produce 9,500 lm with the 100 W lamp, 27,500 lm with the 250 W lamp, 50,000 lm with the 400 W lamp and 140,000 lm with the 1000 W lamp.

623.03.14 Soffit and Wall Luminaires and Lamps. Provide soffit and wall luminaires of the type or types specified.

Before energizing a luminaire, set the lamp socket in the proper location for the required light distribution according to the manufacturer's instructions, and level the luminaire.

Provide weatherproof and corrosion resistant soffit and wall luminaires. Installation details and minimum light distribution shall be as shown on the plans.

Each flush-mounted soffit luminaire shall consist of a cast metal body, a prismatic refractor mounted in a door frame, a prismatic glass reflector and a socket. Provide the body with a continuous anchor ring and with four 50 mm (2 in.) conduit hubs. Hinge, gasket, and secure the door frame assembly to the body by at least 3 machine screws. Clearly identify the refractor as to "street side" and key so as to fit into the frame in only one way.

Unless otherwise specified, furnish each flush mounted soffit luminaire with an integral ballast mounted on a bracket so constructed that the light center of the lamp is within 13 mm ($^1/_2$ in.) of the light center location for which the luminaire is designed.

Enclose and gasket each pendant soffit luminaire, and furnish with aluminum finish, 20 mm ($^3/_4$ in.) top-tapped head, stepped or fluted reflector, and refractor attached to reflector. Provide the reflector with a specular anodized aluminum finish. Make the refractor of heat-resistant acrylic plastic or glass. Hinge and latch the optical assembly for lamp access and provide with a safety chain.

Furnish each pendant soffit luminaire with a 3.2 mm (11 gage) minimum thickness, metal box, maximum dimensions of 200 mm by 230 mm by 280 mm (8 in. by 9 in. by 11 in.) for housing the ballast for the luminaire. Provide the box with a gasketed cover with 2 captive screws and hinges to prevent dropping. Hotdip galvanize the box.

Each wall-mounted luminaire shall consist of a cast metal body of the dimensions shown on the plans. The lens frame shall be gasketed and allow servicing without detachment from the body.

Give cast metal bodies made of aluminum, which are to be flush mounted in concrete, a heavy coat of alkali-resistant bituminous paint on all surfaces to be in contact with concrete. The paint shall conform to MIL-P-6883.

Unless otherwise specified, furnish each soffit luminaire and each wall luminaire with a hard glass type, 150 W, high pressure sodium vapor lamp, with a minimum average rated life of 24,000 hours.

623.03.15 Sign Lighting Fixtures, High Pressure Sodium and Metal Halide. Sign lighting fixtures, high pressure sodium and metal halide shall meet the requirements of Subsection 623.03.12.

Use High Pressure Sodium (HPS) or Metal Halide lamps, as specified, for roadway lighting.

Do not employ luminaires in such a manner as to cause: poor letter contrast, color washing, glare, snow collection or hide signage from traffic. The minimum acceptable uniformity ratio for HPS lamps employed in the signage shall be 4.

Protect HPS and metal halide lamps for signs from weather or physical damage within the luminaires, and provide single or double fused at the fixture ballast.

Where signs are illuminated and not sourced by a stand-by generator or other emergency power methods, provide quartz re-strike lamps.

623.03.16 Sign Switches. Provide each sign illumination installation with a disconnect switch mounted on the sign standard or structure, as shown on the plans.

Use NEMA Type 3R enclosure for the sign switch. Galvanize or provide with a factory applied rust resistant prime coat and baked enamel finish coat, in lieu of galvanizing. Provide with top hinged cover, hasp for sealing cover, and provisions for locking the handle in the "On" and "Off" positions. Furnish padlocks for all sign switch enclosures.

When specified in the plans, provide a circuit breaker in lieu of the above fused switch. Use circuit breakers meeting the requirements of Subsection 623.02.08, and conforming to the requirements of the NEC to protect conductors and equipment. Fuse switch or circuit breaker protect each 'hot leg' (potential to neutral or derived neutral). Provide multiple pole circuit breakers with a common trip.

If the sign structure is to be painted, paint the sign switch or circuit breaker enclosure the same color as the sign structure on which it is installed.

623.03.17 Internally Illuminated Street Name Signs. The unit shall consist of a premanufactured internally illuminated street name sign mounted on a signal pole, street light pole, or mast arm.

(a) General. Furnish internally illuminated street name signs conforming to the details shown on the plans and as specified. Install signs by Method 1 or Method 2, as shown on Standard Plan Sheet T 30.1.3.2, as specified in the plans. Minor details of construction shown are typical and may be modified subject to approval.

Design and construct the sign fixture to prevent deformation or failure when subjected to 113 km/h (70 mph) wind loads in conformance with the requirements in the AASHTO publication, "Standard Specifications for Structural Supports of Highway Signs, Luminaires and Traffic Signals," and amendments thereto. Submit a Certificate of Compliance from the manufacturer with each lot of internally illuminated street name signs stating that the internally illuminated street name signs meets the wind load requirements as described above.

Galvanize or cadmium plate all ferrous parts, unless otherwise specified herein or shown otherwise on the plans.

Use Type 3AG, miniature, slow blowing type fuses with appropriate current and voltage ratings. Use a panel-mounting type fuse holder with threaded or bayonet type knob which grips the fuse tightly for extraction. Provide a separate fuse for each ballast.

The total mass of the complete sign assembly, including lamps, ballasts, mounting brackets and appurtenances shall not exceed 30 kg (65 lb).

(b) Housing. The top and bottom shall be formed or extruded aluminum and attached to formed or cast aluminum end fittings. Design housing to provide continuous sealing between top and bottom assemblies and the end fittings. Rigidly construct the housing to resist torsional twist and warp. Make provisions for ease of maintenance of all components.

The opening or removal of one panel shall permit access to the interior of the sign and allow for replacement of lamps, ballasts and fuses.

Do not use photoelectric unit sockets.

At own option, furnish Type A or Type B signs. For Type A signs, hinge both sides at the top to permit installation or removal of the sign panels, and access to the interior of the sign. For Type B signs, the sign panels shall be slide-mounted into the housing.

Reflectors may be used to provide the required sign brightness. Construct reflectors from formed aluminum with acrylic baked white enamel surface having a minimum reflectance of 0.85.

Terminate all wiring connections in the fixture on molded, phenolic, barrier type, terminal blocks rated at 15 A, 1000 V, and having integral type, white, waterproof marking strips. Insulate all current carrying parts of the terminal block from the fixture with integral plugs or strips to provide an insulating value in excess of the line-to-ground flashover voltage. If electing to use sectionalized terminal blocks, provide each section with an integral barrier on each side capable of rigid mounting and alignment. Terminal screws shall be size No. 10, minimum.

Provide screened weep holes at strategic locations in all members subject to the collection of moisture. Shield weep holes to prevent light leakage from the fixture.

All fasteners, screws and hardware shall be of passive stainless steel, Type 302 or 304, or aluminum Type 6060-T6.

The top of the fixture housing shall have 2 free-swinging mounting brackets. Make each of the brackets adjustable vertically for leveling the sign to either a straight or curved mast arm. The bracket assembly shall permit the fixture to swing perpendicular to the sign panel.

Hinge pins for the free-swinging brackets shall have a minimum diameter of 6 mm ($^1/_4$ in.). Provide at least 4.6 m (15 ft) clearance between the bottom of the fixture and the roadway.

(c) Sign Panels. Provide slide-mounted or rigid mounted sign panels in a frame, with white legend, symbols, arrows, and border on each face, as shown on the plans. The background shall be green.

Provide uniform illumination on the entire surface of the sign panel. The average of brightness readings for the letters shall be 500 cd/m^2 (46.5 cd/ft^2), minimum. The light transmission factor of the sign panel shall provide a letter to background brightness ratio of between 10 to 1 and 20 to 1. The luminance of the background shall not vary by more than 40% from the average of background brightness reading. The luminance of the letters, symbols and arrows shall not vary by more than 20% from the average brightness reading of letters, symbols and arrows.

Use 4.8 mm ($^3/_{16}$ in.) minimum thickness high impact resistant plastic glass fiber reinforced acrylated resin, polycarbonate resin, or cellulose acetate butyrate plastic panel in a watertight frame.

The sign panels shall not crack or shatter when a 25 mm (1 in.) diameter, steel ball with a mass of 67 grams (0.15 lb) is dropped from a height of 2.6 m (8.5 ft) above the sign panel to any point of the sign panel. The panels shall be lying in a horizontal position and supported within their frame for this test.

Provide the type of sign sheeting shown on the plans. Apply the sheeting to the panels as specified by the sheeting manufacturer.

Display the message, as shown on the plans, on both sign panels. If not shown on the plans, the message, and the size of symbols or arrows will be furnished. Unless shown otherwise, provide 200 mm (8 in.) upper case and 150 mm (6 in.) lower case, Series E, letters.

(d) Lighting. Use the type of lamps shown on the plans and conforming to the requirements in ANSI Standard C 78.

Use lamp receptacles listed by UL or ETL for outdoor use, and provide with silver coated contacts and waterproofed entrance leads for use with a rapid-start fluorescent lamp. Removal of the lamp from the socket shall de-energize the primary of the ballast. Provide each lamp receptacle with a heat-resistant, circular cross section, partially recessed neoprene ring to seal against the lamp ends and protect electrical contacts from moisture and dirt or other injurious elements.

Provide one spring-loaded type lamp receptacle for each lamp. The distance between the face of the lamp receptacle for each lamp shall provide a compression of at least 2.5 mm (0.1 in.) on the spring-loaded type lamp receptacle when the lamp is in place. The lamp shall have positive mechanical and electrical contact when the lamp is in place. The socket on the spring-loaded lamp receptacles shall have sufficient travel to permit installation of the lamp. Springs for lamp receptacles shall not be part of the current carrying circuit. Lamp receptacles shall match lamp requirements and shall not increase cathode filament circuit resistance by more than 0.10 ohms.

Ballasts shall be of the high power factor type and shall be capable of starting the lamps at –20EC and above.

Furnish ballasts for Type A signs rated at 200 mA. Furnish ballasts for Type B signs rated at 430 mA. Use ballasts listed by UL or ETL for operation on 110 to 125 V, 60 Hz circuits, and conforming to the requirements in ANSI Standard C 82.1 and ANSI Standard C 82.2.

Provide a separate ballast for each lamp.

All fixture conductors shall be UL or ETL listed appliance wiring material (AWM) stranded copper wire with 0.7 mm (0.03 in.), minimum, thermoplastic insulation, rated at 1,000 V and rated for use at 90EC. Conductors shall be No. 16, minimum, and shall match the color coding of the ballast leads.

Secure all conductors within the fixture with easily removable spring cross straps (not clamped) in the chassis or fixture. Install straps not more than 300 mm (12 in.) apart.

Terminate stranded copper conductors connected to screw type terminals in approved crimp type ring connectors.

Do not make splices within the fixture unless approved in writing.

623.03.18 Solar Photovoltaic Array. The solar photovoltaic array requirements shall be specified in the plans and Special Provisions.

623.03.19 Multiple Circuit Ballasts. Design each ballast for a high-intensity-discharge lamp for the type, characteristics, and wattage of the lamp it is to operate and provide the proper starting and operating wave forms, voltage, and current. Ballasts shall provide reliable lamp starting and operation at ambient temperature down to –30 °C (–22 °F) for the rated life of the lamp.

Design ballasts for continuous operation at ambient temperatures from –30 °C to 65 °C (–22 °F to 149 °F), and with an average design life not less than 100,000 hours. Design ballasts to operate continuously for 6 months without reduction in life, over the specified temperature range, with the lamp operating normally or with the lamp circuit in an open or short circuited condition.

Test integral ballasts within the luminaire and rate at the temperature normally found within the luminaire.

Starting aids for ballasts of a given lamp wattage shall be interchangeable between ballasts of the same wattage and manufacturer without adjustment.

Submit a manufacturer's certificate of compliance conforming to Subsection 106.05, with each lot of integral ballast luminaires and with each lot of ballasts designed for use outside of luminaires. The certificate shall state that the lot of ballasts meets, in every respect, the above requirements and the lamp-ballast specifications of the lamp manufacturer.

The input voltage for ballasts shall be as shown on the plans or as specified in the Special Provisions.

Each integral ballast shall consist of separate components, each of which shall be capable of being easily replaced. A starting aid which is encapsulated will be considered as a single component. Provide each component with screw terminals, NEMA tab connectors, or a single multi-circuit connector. Identify all conductor terminals as to the component terminal to which they connect.

Mount heat-generating components so as to use the portion of the luminaire upon which they are mounted as a heat sink. Locate capacitors as far as practicable from heat-generating components or thermally shield to limit the case temperature to 75 °C (167 °F).

Resin impregnate transformers and inductors for protection against moisture. Use hermetically sealed metal case capacitors, except those in starting aids.

Provide ballasts for luminaires mounted on mast arms, brackets, or lowering assemblies of the magnetic regulator or auto-regulator (CWA) type with the primary and secondary windings electrically isolated and locate within the luminaire housing. The ballast for each horizontally mounted luminaire shall consist of individual components mounted in the luminaire housing or an assembly of components mounted on a metal plate secured in the housing.

Provide ballasts for wall-mounted luminaires of the high power factor reactor type and locate within the luminaire housing.

Provide ballasts for soffit luminaires of the high power factor reactor type and locate within the luminaire housing or, when shown on the plans, in a pull box adjacent to the luminaire.

Provide ballasts for HPS sign lighting fixtures of the high power factor type and locate within the sign lighting fixture, unless otherwise shown on the plans or specified in these specifications.

(a) Regulator Type Ballasts. Each regulator type ballast shall, when operated with the appropriate lamp, have the following characteristics and shall maintain the following lamp operation:

1. The power factor shall not be less than 90% throughout the life of the lamp at nominal line voltage.
2. Lamp wattage at any lamp voltage from nominal through life shall not vary by more than 18% for ± 10% input voltage variation.
3. For nominal input voltage and lamp voltage, the ballast design center shall not vary more than 7.5% from rated lamp watts.
4. Design the ballast so that a capacitance variance of ± 6 % will not cause more than a ± 8% variation in lamp wattage regulation throughout rated lamp life for nominal input voltage.
5. The lamp current crest factor shall not exceed 1.8 for input voltage variation of ± 10% at any lamp voltage from initial through life.

(b) High Power Factor Reactor Type Ballasts. Each high power factor reactor type ballast shall, when operated with the appropriate lamp, have the following characteristics and shall maintain the following lamp operation:

1. The power factor shall be greater than 90% throughout the life of the lamp at nominal line voltage.
2. Lamp wattage at any lamp voltage from nominal through life shall not vary by more than 25% for ± 5% input voltage variation.
3. For nominal input voltage and lamp voltage, the ballast design center shall not vary more than 7.5% from rated lamp watts.
4. The lamp current crest factor shall not exceed 1.8 for an input voltage variation of ± 5% at any lamp voltage, from initial through its life.

623.03.20 Falsework Lighting. When required by the Special Provisions, install falsework lighting where vehicular traffic with or without pedestrian traffic crosses through or under structure falsework.

Provide illumination during the hours from dusk to dawn.

Submit a plan of the proposed lighting installations and do not commence falsework construction until such plans have been reviewed. A subsequent review will be made after falsework lights have been placed in operation.

Provide fixtures for illumination of roadway pavement between entrances and exit portals with a RLM standard dome reflector. The reflector shall have a white porcelain enamel finish on the inside and shall be provided with a steel wire guard.

Equip fixtures with high-temperature glazed porcelain medium base sockets and 1.8 m (6 ft) long conductors for splicing, approved by UL for outdoor use.

Provide fixtures fully adjustable with bracket and locking screws on a mounting-plate and providing mounting directly to a standard metal junction box.

Fixtures for pedestrian passageways shall be porcelain box receptacles mounted on standard metal junction boxes and equipped with wire lamp guards. Use porcelain box receptacles rated at 660 W, 250 V. Make wire lamp guards of No. 10 wire and suitable for general construction work.

Use lamps of an approved type.

Illuminate portal faces of falsework on the side facing traffic with 150 W minimum PAR reflector flood lamps mounted on the structure directly over each vertical support adjacent to the traveled way and over the center of each lane. Support each approximately 5 m (16 ft) above the pavement and approximately 1.8 m (6 ft) in front of the portal face. The exact position of lamps will be as directed. In addition to the overhead lighting, illuminate each side of each vehicular passageway between portals by a string of yellow, 25 W lamps spaced at 3.6 m (12 ft) intervals and mounted between 2.4 m (8 ft) and 2.6 m (8.5 ft) above the pavement.

Aim each flood light in such a manner as to preclude glare to oncoming motorists.

Illuminate the overhead clearance sign mounted on the falsework.

For illumination of roadway pavement between entrance and exit portals, install a continuous row of 150 W fixtures over the center of each lane beneath the falsework structure at intervals of not more than 4.5 m (15 ft), with the end fixtures not further than 2.1 m (7 ft) inside the portal faces. Mount fixtures over the pavement at an approved height.

Illuminate pedestrian openings, through or under falsework, with 150 W fixtures centered over the passageway at intervals of not more than 4.5 m (15 ft), with the end fixtures not more than 2.1 m (7 ft) inside the portal faces. Mount the fixtures between 2.9 m (9.5 ft) and 3.2 m (10.5 ft) above the walkway surface.

For roadway pavement and portal face illumination, use No. 10 conductors with Type S insulation. For pedestrian passageways, use No. 10 conductors enclosed in a 40 mm (1.5 in.) unpainted zinc-coated metallic conduit.

Provide not less than 2 branch circuits. Place pedestrian passageway lights and roadway pavement lights on a minimum of one circuit and portal flood lights on a minimum of one separate circuit. Fuse each branch circuit, not to exceed 20 A.

Install the above specified portal lighting on the day that horizontal members are erected and before traffic is permitted to pass under the falsework during the hours from dusk to dawn. Install the other falsework lights as soon as the members on which they are to be supported are in place.

Pay energy costs for falsework lighting.

On each side of each portal entrance, and no farther apart than the least horizontal clearance within the portal, place clearance guides consisting of a panel of boards or a plywood sheet, 1.2 m (4 ft) wide by 2.4 m (8 ft) long, fastened vertically facing traffic with the bottom of the panel 1 m (3 ft) above the roadway. Fasten said clearance guides in place before darkness on the day that vertical supports are erected and kept clean.

Upon completion of the project or when directed, remove falsework lighting equipment from the work site.

623.03.21 Field Tests. Test electrical equipment, material and work before final inspection. Tests may be

made progressively as parts of the work are completed or when all work is complete. Perform tests in the presence of the Engineer. Repair or replace items which fail to test satisfactorily. Include, in the tests, checks of control operation, system voltages, cable insulation and ground resistance and continuity. Use equipment having the following minimum ranges and accuracies:

Test	Type of Meter	Accuracy
Voltage	Multimeter	± 2% of reading
Insulation Resistance	Megohmmeter	± 1% of reading
Current	Ammeter	± 1% of reading
Ground Continuity	Low Ohm Meter	± ¼% of reading ± 1 least significant digit

Use meters calibrated within the last year.

Make a functional test in which it is demonstrated that each and every part of the totally completed system functions as specified. The functional test for each new or modified traffic signal, flashing beacon, highway lighting system, high mast light system, and ramp metering system shall consist of not less than 30 days of continuous satisfactory operation. If unsatisfactory performance of the system develops, correct the condition and repeat the test until the 30 days of continuous satisfactory operation is obtained.

The 30-day operational test period will start when the traffic signal is completely installed and fully operational, including detectors (inductive, video, pedestrian, etc.) and, if applicable, communication with a central management system. Request approval to start the 30-day operational test period in writing.

Measure and record voltage in the cabinet from phase to phase and phase to neutral at no load and at full load. Measure and record voltage readings at the last termination of each circuit.

With all loads connected, measure and record insulation resistance to ground of each circuit at the cabinet. On tests of new cable runs, the readings shall exceed 50 megohms for phase and neutral conductors with a connected load over 20 amperes and shall exceed 100 megohms for conductors with a connected load of 20 amperes or less.

On tests of cable runs which include cables which were existing in service prior to this contract, the resistance readings shall be the same or better than the readings recorded at the maintenance transfer at the beginning of the contract. Take measurements with a megohm meter approved by the Engineer.

Measure and record the current of each circuit, phase main, and neutral. The Engineer may direct reasonable circuit rearrangement. The current readings shall be within 10% of the connected load based on equipment ratings.

Measure and record resistance of the system ground as taken from the farthest extension of each circuit run from the controller (i.e. check of equipment ground continuity for each circuit). Regardless of the length of the circuits, readings shall not exceed 2.0 ohms.

Measure and record resistance to ground of the service grounding electrode. Take measurements with a ground tester as approved by the Engineer. Resistance to ground shall not exceed 10 ohms. If a reading exceeds 10 ohms, add additional ground rods according to NEC Article 250 at no cost to the Department.

If required in the plans, provide a signal timing program acceptable to the maintaining agency.

Make turn-on of new or modified traffic signal systems only after all traffic signal circuits have been thoroughly tested as specified above and a signal timing program has been accepted.

When specified in the contract documents for projects with new traffic signal controllers, provide a qualified manufacturer's representative to be present at turn-on to oversee the initial signal system operation.

Before and after permanently securing detector loops in the pavement, use electronic instruments to test the resistance, inductance, resistance to ground, and quality factor for each loop and lead-in circuit. The loop and lead-in circuit shall have an inductance between 50 and 700 microhenries. The resistance to ground shall be a minimum of 50 megohms under any conditions of weather or moisture. The quality factor (Q) shall be greater than 5.

Test fiber optic cable as specified in Subsection 623.02.20. Test fiber optic communication systems as specified in the Special Provisions.

Record the results of all testing along with the date of the test; the name of the person performing the test; brand name, model number, serial number of the equipment used during the test; and any other pertinent information and data. Submit the complete document to the Engineer.

METHOD OF MEASUREMENT

623.04.01 Measurement. Conduits, conductors, lead-in cable for loop detectors, signal cable, and interconnect cable will be measured by the linear meter (linear foot).

Traffic signal signs will be measured by the square meter (square foot).

Pull boxes, steel poles, luminaries, illuminated street name signs, signal heads, pedestrian signal heads, pedestrian push buttons with signs, loop detectors, controllers, electrical service, underpass luminaries, sign lighting fixtures, modify controllers, detector amplifier channels, remove and reset light pole, remove and reset signal pole, remove and reset street name sign, remove and reset signal head, remove and reset luminaire, removal of existing signal head, and junction boxes will be measured by the each.

Video image detection systems and video image detection cameras will be measured by the each.

Coaxial cable will be measured by the linear meter (linear foot).

Removal of existing traffic signal systems, removal of existing lighting systems and modify existing traffic signal system will be measured by the lump sum.

High mast steel poles and high mast head frame assemblies will be measured by the each.

Fiber optic cable will be measured by the linear meter (linear foot).

Fiber optic termination units, fiber optic splice units, and integrated fiber optic splice/termination units will be measured by the each, for each complete and functional system.

BASIS OF PAYMENT

623.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
(size) Conduit	Linear Meter (Linear Foot)
(size) Pull Boxes	Each
Steel Pole (type)	Each
Fiber Optic Cable	Linear Meter (Linear Foot)
Integrated Fiber Optic Splice/termination Unit	Each
Fiber Optic Splice Unit (number of splices)	Each
Fiber Optic Termination Unit (number of terminations)	Each
Fiber Optic Splices	Each
High Mast Head Frame Assembly	Each
High Mast Steel Pole (height)	Each
(type) Luminaire (watt)	Each
Underpass Luminaire, (size) (type)	Each
Illuminated Street Name Sign (type face) (size)	Each
Sign Lighting Fixtures (type)	Each
Signal Head (size) (type)	Each
Pedestrian Signal Head (type)	Each
Pedestrian Push Button With Sign	Each
Loop Detector (size)	Each
Special Detector Installation	Each
(type) Controller	Each
(type) Electrical Service	Each
Traffic Signal Signs	Square Meter (Square Foot)
(size) Conductor	Linear Meter (Linear Foot)
(size) Conductor (size) Cable	Linear Meter (Linear Foot)
Lead-in Cable for (type) Detector(s)	Linear Meter (Linear Foot)
Junction Box	Each
Removal of Existing Traffic Signal System	Lump Sum
Removal of Existing Lighting System	Lump Sum
Modify Existing Traffic Signal System	Lump Sum
Modify Controller	Each
Loop Detector Amplifier Channels (Existing Cabinet)	Each
Loop Detector Amplifier Channels (New Cabinet)	Each
Removal of Existing Traffic Signal Head	Each
Removal of Existing Signal Head	Each
Remove and Reset Signal Pole	Each
Remove and Reset Light Pole	Each
Remove and Reset Street Name Sign	Each
Remove and Reset Luminaire	Each
Video Image Detection System	Each
Video Image Detection Camera	Each
Coaxial Cable	Linear Meter (Linear Foot)

SECTION 624

ACCOMMODATIONS FOR PUBLIC TRAFFIC

DESCRIPTION

624.01.01 General. This work consists of providing for traffic by constructing detours, using existing streets and roads as detours permitting traffic to pass through construction, and using flaggers, uniformed traffic control officers, traffic control supervisor, and pilot cars, or a combination of these methods.

MATERIALS

624.02.01 General. The materials shall conform to the MUTCD, if applicable, and the requirements as set forth herein.

CONSTRUCTION

624.03.01 General. Maintain public traffic throughout the project by approved methods. Public traffic includes motor vehicles, bicycles, and pedestrians. Allow access and passage of bicycle traffic in the travel lanes where bicycle and motor vehicle traffic must share the same lanes. When an approved plan to accomplish this is provided in the contract documents, alternate proposals for handling public traffic through the project may be submitted, and are subject to approval. Furnish alternate proposals containing sufficient detail to determine the appropriate number and placement of traffic control devices. Should approval of an alternate proposal result in additional costs, these costs shall be borne by one of the following:

(a) The Contractor, when the proposed change is deemed by the Engineer to be for the sole benefit of the Contractor, or

(b) The Department, when the proposal is in the best interest of the Department and/or the traveling public, or

(c) Both the Contractor and Department, by a negotiated amount, when the proposed change is beneficial to both.

Rejection of the Contractor's proposed alternate traffic control plan shall not be considered sufficient cause for additional compensation or an extension of contract time.

Provide and maintain in a safe condition temporary access to business and residence driveways, temporary intersections, and temporary connections with roads, streets, bikeways, sidewalks, and footpaths.

For traffic control limitations see Subsection 108.04.

Comply with all the traffic control requirements shown on the Standard Plans Sheets and Traffic Control Plan Sheets.

Allow emergency vehicles immediate passage. Notify police and fire departments having jurisdiction over the project when traffic patterns are to be altered due to construction operations. Give such notification in writing with a copy to the Engineer, and except in extreme emergencies, submit the notice at least 24 hours in advance of rerouting public traffic. The notification shall set forth the specific traffic patterns to be provided in lieu of normal routing and the estimated duration of such change(s) together with such additional information which will contribute to the general safety of the public as determined by the Engineer.

Except as hereinafter provided, maintain access to properties abutting the right of way in a manner closely approximating existing access unless otherwise shown on the plans or directed. When access to private driveways must be temporarily denied due to construction operations such as the installation of storm drains, sidewalks, curbs and gutters, etc., notify the property owner or responsible party of such closure not less than 24 hours in advance of closure. Give the notification in writing and include the estimated duration of the closure.

When equipment is crossing or using any portion of the travelled way over which public traffic is directed, clean up and remove all debris dropped by the equipment at frequent intervals as directed.

In the event a routine traffic control deficiency, including maintenance of traffic control items, is not cor-

rected within 4 hours after notification, a deduction in the amount of $100.00 per deficiency per device will be made from monies due for each day that the deficiency is allowed to remain, not as a penalty, but as liquidated damages.

624.03.02 Detours. Construct detours as shown on the plans or as specified. The exact location will be as staked.

Grading shall consist largely of motor grader work, supplemented where necessary by other mechanical equipment. Grade to provide the specified roadbed width and a grade line free from breaks or rolls of sufficient magnitude to be hazardous to traffic.

If required, after the grading has been satisfactorily completed, place surfacing materials of the kind and type specified, by the requirements for the particular materials used.

Apply water to detours in amounts necessary to attain the compaction of graded sections and of surfacing materials.

Maintain detours by filling holes as they develop, adding surfacing and applying liquid asphalt, blading, watering, and performing any other work necessary to maintain the detour satisfactorily.

Eradicate detours with motor grader and scraper work supplemented by other equipment when necessary. Eradicate so that the ground will be restored as nearly as feasible to the original condition, and dispose of materials as directed.

624.03.03 Flaggers. Employ flaggers at places designated by the Engineer. Use additional flaggers, at own expense, whenever seeing fit to do so.

Flaggers shall have completed an approved instructional course in flagger procedures. Prospective flaggers shall possess a valid flagger card attesting that they have satisfactorily completed said instructional course conducted by the Department or some other course approved by the Department.

The following requirements shall apply to those persons who attend an approved instructional course in flagger procedures:

1. Minimum of 18 years of age.
2. Ability to speak, read, and write English.

The time required to instruct employees who are proposed flagger candidates will be reimbursed as follows:

(a) Attendance must be to a course approved by the Department.

(b) Employee must be on the Contractor's payroll for the hours of reimbursement.

(c) Reimbursement will be for the actual instruction period required or a maximum of 2 hours, whichever is less.

(d) Reimbursement shall be at the contract unit price bid per hour for flagger.

Supply each flagger with an orange or yellow green hard hat and an orange or yellow green soft cap. Use of hard hats is mandatory in any area designated by the Contractor or the Engineer as a hard hat area.

Flaggers shall use a combination "STOP" and "SLOW" sign paddle. The paddles shall be a minimum of 450 mm (18 in.) wide, with 150 mm (6 in.) series "C" letters and have a rigid fixed handle approximately 1.5 m (5 ft) in length, from the bottom of the paddle to ground level. Fabricate the combination sign paddle from sheet metal or other light semirigid material. The background of the "STOP" face shall be red with white letters and border. The background of the "SLOW" face shall be orange with black letters and border. Use Type II reflective sheeting for the background, letters, and borders on the faces of the Stop/Slow paddles from the types available from the manufacturers listed in the QPL.

Adequately illuminate flagger stations at night at own expense. Use flood lights, approved by the Engineer, to illuminate flagger stations.

Flaggers and workers exposed to traffic shall wear high visibility work zone apparel meeting the requirements set forth in the ANSI/ISEA 107-1999 "American National Standard for High-Visibility Safety Apparel" and the requirements specified herein.

The apparel shall bear the manufacturer's marking label according to the requirements set forth in the ANSI/ISEA 107-1999 "American National Standard for High-Visibility Safety Apparel."

For daytime operations, vests are required for flaggers and other workers exposed to traffic. The background material must be solid. No mesh material will be allowed. The material shall encircle the torso with no open sides allowed.

The color of the background material shall be fluorescent orange-red, fluorescent red or fluorescent yellow-green for workers, except flaggers. The color of the background material for flaggers shall be fluorescent yellow-green.

All stripes shall consist of retroreflective material of a minimum 50 mm (2 in.) width. For daytime the stripes will be a contrasting color of silver, white, or fluorescent yellow-green.

For nighttime operations, all flaggers must wear either jackets or coveralls/jumpsuits. These garments are optional for all other workers. The background color shall be as stated above. The stripes may be contrasting or of the same color as the background color. These garments are also optional for daytime use, with proper stripes.

Make vests with 2 horizontal stripes and 2 vertical stripes of retroreflective material. Horizontal stripes shall fully encircle the torso. Place the first horizontal stripe 50 mm (2 in.) from the bottom of the vest and the second 50 mm (2 in.) above the first. Place vertical stripes starting from the second horizontal stripe and running over the center of each shoulder back to the horizontal stripe directly on the apposite side of the vest.

Make jackets with 2 horizontal stripes around torso, 2 horizontal stripes around each sleeve, and a vertical stripe over each shoulder. All stripes shall be made of retroreflective material. Place the first horizontal stripe 50 mm (2 in.) from the bottom of the jacket and sleeves and the second 50 mm (2 in.) above the first. Place vertical stripes starting from the second horizontal stripe around the torso and running over the center of each shoulder back to the horizontal stripe directly on the apposite side of the jacket.

Make coverall/jumpsuits with 2 horizontal stripes around torso, 2 horizontal stripes around each leg and sleeve, and a vertical stripe over each shoulder. All stripes shall be made of retroreflective material. Place the first horizontal stripe around the torso 50 mm (2 in.) above the waist line of the coverall/jumpsuits and the second 50 mm (2 in.) above the first. Place the first horizontal stripe on sleeves and legs 50 mm (2 in.) from the bottom and the second 50 mm (2 in.) above the first. Place vertical stripes starting from the top of the second horizontal stripe around the torso and running over the center of each shoulder back to the top horizontal stripe directly on the apposite side of the coverall/jumpsuits.

Furnish certificates of compliance executed by the manufacturer's of such high visibility work zone apparel attesting that the garments furnished meet the specifications described herein.

624.03.04 Pilot Cars. Use a pilot car and driver when directed.

Pilot cars shall be suitable vehicles in good mechanical condition and shall carry a sign which complies with the design shown in the "Standard Highway Signs" manual. All pilot car drivers must have a valid flagging card.

624.03.05 Blank.

624.03.06 Equipment Rental. Use equipment rental for incidental construction as directed or as indicated on the plans.

Equip all equipment rented with buckets, scrapers, and other required accessories that do not exceed the power unit manufacturer's recommended maximum capacity for the particular power unit involved.

Equipment shall conform to the following minimum requirements:

Motor Grader .....75 kW (100 h.p.), Blade Length 4.2 m (14 ft)
Loader .....3.8 m^3 (5 yd^3) Capacity
Dump Truck .....9 m^3 (12 yd^3) Struck
Rubber-Tired Tractor with Scraper .....215-260 kW (290-350 h.p.) with Manufacturer's Rated Capacity Scraper, equip tractor with all necessary accessories to operate scraper
Tractor-Crawler with Dozer and/or Ripper.....Manufacturer's Rated 275 kW (370 h.p.), equip tractor with all necessary accessories to operate bulldozer and ripper
Elevating Scraper .....120 kW (160 h.p.), 7.6 m^3 (10 yd^3) Struck, fully equip with all accessories for scraper operations
Backhoe .....60 kW (75 h.p.), equip with front end loader and all necessary back accessories to operate hoe and front end loader

Use approved equipment in good operating condition.

624.03.07 Uniformed Traffic Control Officer. Provide traffic control with uniformed traffic control officers when ordered. Uniformed traffic control officers are intended to be used in highly complex traffic control situations such as when traffic control signals or other critical devices are missing or must be disabled.

Provide uniformed traffic control officers with police officers or highway patrol troopers working in accordance with an agreement entered into between the Department and the respective agency. The agency to be used will be designated in the Special Provisions.

624.03.08 Traffic Control Supervisor. Designate a traffic control supervisor who shall be responsible for initiating, installing and maintaining all traffic control devices as shown on the plans, as specified in the MUTCD and these specifications, or as directed. The traffic control supervisor shall be an employee of the Contractor and shall be under the supervision of the Superintendent. The designated traffic control supervisor shall also be available to be contacted by the Engineer 24 hours a day for the life of this contract. The persons so designated shall have at least one year of experience directly related to worksite traffic control in a supervisory or responsible capacity and shall be certified as a worksite traffic supervisor by ATSSA. Submit the name and qualifications of this person 7 days in advance of the date set for the preconstruction conference in order to review said qualifications.

The traffic control supervisor shall be capable of being on-site within 45 minutes of notification. The traffic control supervisor shall make at least 4 inspections of all traffic control devices each day as follows:

- Before beginning work
- At mid-shift
- Half an hour after the end of the shift
- Once during the period of non-working hours

The traffic control supervisor shall make a daily record of traffic control activities using the Department furnished daily construction reports, Form # 040-056. Submit completed forms within 24 hours.

METHOD OF MEASUREMENT

624.04.01 Measurement. Construction, maintenance, and removal of detours will be measured under appropriate bid items as indicated herein and on the plans.

Flaggers will be measured by the number of hours that authorized flaggers are actually used to direct traffic within the right of way limits of the project, or at points where hauling equipment enters and leaves the public traffic stream while hauling from deposits (except commercial sources), outside or within the project limits, as approved.

Uniformed traffic control officers will be measured on a force account basis which will be the actual cost as evidenced by copies of invoices from the law enforcement agency who performed the work. To the actual cost will be added the sum of 10% for profit and overhead with no further compensation therefore.

Traffic control supervisor will be measured by the day, for the number of approved days, beginning with the installation of the construction signing and ending with the removal of the same.

Pilot car will be measured by the number of hours that the pilot car and driver are actually used.

Rent equipment will be measured by the number of hours actually used.

The cost of dust control, maintaining subgrade and base and surface courses will not be measured or paid for directly.

BASIS OF PAYMENT

624.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

When a traffic control plan is furnished by the Department as part of the bid documents and the items of flaggers or pilot car do not appear in the proposal, then one or both of these items are deemed necessary, furnish flaggers or pilot cars and payment therefore will be made according to Section 104.

Payment will be made under:

Pay Item	Pay Unit
Detours	Appropriate Bid Items or Force Account
Flagger	Hour
Uniformed Traffic Control Officer	Force Account
Traffic Control Supervisor	Day
Pilot Car	Hour
Rent Equipment (type)	Hour

SECTION 625

CONSTRUCTION SIGNS

DESCRIPTION

625.01.01 General. This work consists of furnishing, maintaining, relocating, and removing temporary traffic control devices and services as ordered for the control and protection of public traffic through the project.

This work also consists of rent traffic control devices which includes designing traffic control plans and furnishing and placing traffic control devices meeting the requirements of this Section and Section 624.

MATERIALS

625.02.01 General. Low mass, single piece traffic cones, tubular markers, single piece drums, and delineators without attachments are considered as Category 1 devices as defined in NCHRP Report 350. Furnish certificates of compliance executed by the manufacturer's of such Category 1 devices, attesting that they have supporting certification (crash tests and/or engineering analysis) that they meet the evaluation criteria of NCHRP Report 350.

Use barricades, portable sign supports, and cones or drums with attachments, which meet National Cooperative Highway Research Program (NCHRP) Report 350 testing criteria for Category 2 Devices, which have been accepted by FHWA, and meet NDOT Specifications.

Typically these devices will be the Type I, II, and IIIB barricades, and construction signs mounted on portable supports for short-term, short-duration, and mobile conditions. Note that a sign together with its portable support is considered as a system, which together must meet the NCHRP Report 350 requirements. Furnish certificates of compliance executed by the manufacturer's of such Category 2 devices, even though listed in the QPL. This certification shall attest that the models furnished are the same as the ones tested and accepted by FHWA.

Construct sign panels of steel, aluminum, wood, or other approved material of a sound, durable nature. The materials shall be of such quality to do the job for which they are intended and are subject to approval. Repair or replace signs which are dirty, dull, have flaking or peeling reflective sheeting, or are otherwise marred.

The traffic drums shall be the two piece plastic break away design type. Close or seal the drums to prevent the ballast from getting wet and freezing.

Equip arrow boards to be used at night with a photoelectric sensor for automatic dimming of the lamps during darkness, to a minimum of 50% of their rated lamp voltage.

Flexible sign panels that comply with NCHRP Report 350 may also be used provided their support frames hold the panel surface relatively smooth.

All signs, barricades, drums, vertical panels, traffic cones, delineators, barricade warning lights, and arrow boards shall also conform to the MUTCD, the Standard Highway Sign Book, including the Nevada Supplement thereto, unless indicated otherwise on the plans or the Special Provisions.

All rented traffic control devices will also be subject to being rated for conformance to the current American Traffic Safety Services Association (ATSSA) publication "Quality Standards for Work Zone Traffic Control Devices" which is available from American Traffic Safety Services Association, 5440 Jefferson Davis Highway, Fredricksburg, VA 22407, phone (703) 898-5400. Replace any device not meeting these quality standards with an acceptable device.

Rented portable precast concrete barrier rail shall conform to Sheet R-8.7.1 of the Standard Plans and the applicable requirements of these specifications.

Furnish rented portable precast concrete barrier rail with a smooth and uniform appearance. The barrier rail shall be true, straight, and free of lumps, sags, and other irregularities. When a straight edge 3.6 m (12 ft) long is laid on top of the barrier rail, the surface shall not vary more than 6 mm ($^1/_4$ in.) from the edge of the straight edge. When a straight edge 3.6 m (12 ft) long is laid along the face of the barrier rail, the surface shall not

vary more than 12.5 mm (1/2 in.) from the edge of the straight edge. Allow inspection of the barrier rail prior to delivery.

625.02.02 Reflectorization. Reflectorize construction signs, barricades, drums, cones, vertical panels and flagger paddles. Use Type III, Type IV, Type V, NDOT Type VI or NDOT Type X reflective sheeting conforming to Subsection 716.03.01 on traffic control devices.

The reflective sheeting used on delineator type traffic control devices may be Type V sheeting.

The orange reflective sheeting used on rigid construction signs shall be NDOT Type X (Flourescent Orange) sheeting.

The orange reflective sheeting used on roll up construction signs shall be NDOT Type VI sheeting.

Keep reflective sheeting on traffic control devices clean. Promptly correct scratches, rips and tears in the sheeting. Maintain sheeting retroreflection of not less than 50% of the minimum Coefficient of Retroreflection values required in Subsection 716.03.01.

The markings on the drums shall be horizontal, circumferential, orange and white reflectorized stripes as shown in the Standard Plans.

Paint portable precast concrete barrier rail white with paint conforming to Subsection 714.03.03.

Place a two way reflector on top and in the center of each portable precast concrete barrier rail section. When using water filled barrier rail, place two way reflectors on top of the rail at a maximum spacing of 6 m (20 ft). Color of the reflectors shall conform to the MUTCD. Use reflective markers listed in the QPL.

625.02.03 Changeable Message Signs. The changeable message signs shall be transportable truck or trailer mounted programmable message signs. The message sign boards shall be capable of displaying 3 lines of message text, each with 8 characters of 5 x 7 font of 300 mm (12 in.) minimum height, formed by a bulb-type, LCD, LED, or electromagnetic disk matrix. At nighttime the sign display shall be self illuminated.

Program the changeable message signs as instructed by the Engineer. Supply the Engineer with a programming manual for informational purposes.

Use changeable message signs listed in the QPL.

625.02.04 Temporary Impact Attenuators. The temporary impact attenuators shall be approved for speeds up to the design speed shown in the contract documents.

Furnish all manufacturers shop drawings, installation instructions and any other pertinent information before installation.

Use temporary impact attenuators listed in the QPL.

625.02.05 Truck-Mounted Impact Attenuators. Furnish and install the truck-mounted impact attenuators with all parts and materials necessary for them to perform as designed. Attach the truck-mounted impact attenuators to the back of the trucks according to the manufacturer's attachment details.

Furnish a highway maintenance service type truck of the proper weight and equipped with a Type C arrow board with each truck-mounted impact attenuator. For stationary operations, set the truck's parking brake and put the transmission in second gear. Equip the truck with shoulder and lap restraint safety belts for both driver and passenger seats.

Equip the truck-mounted impact attenuators with rear-mounted black and high intensity yellow chevron stripes and a standard trailer lighting system, including brake lights, turn signals and 2 yellow rotating beacons mounted on opposite rear corners of the truck at approximately 1.4 m (4.5 ft) from ground level.

Keep the truck-mounted impact attenuators bright and clean for maximum visibility.

Use truck-mounted impact attenuators listed in the QPL.

625.02.06 Water Filled Barrier Rail. Water filled barrier rail may be substituted for the rented portable precast concrete barrier rail required for the contract, when the regulatory speed limit is appropriate and when approved.

Where the plans indicate a temporary impact attenuator to be placed at the end of portable precast concrete

barrier rail and the water filled barrier rail (Triton Barrier) (See QPL) is used in lieu of the precast concrete barrier rail, 5 additional sections of the water filled barrier rail (Triton Barrier) with the first section not filled, may be used in lieu of the temporary impact attenuator. The water used in the remaining four sections for the temporary impact attenuator and the next five sections of the water filled barrier rail run shall have an anti-freezing agent added to prevent freezing, if freezing of the water is anticipated.

Install the water filled barrier rail in accordance with the manufacturer's recommendations. Furnish all manufacturer's shop drawings, installation instructions, and any other pertinent information prior to installation.

Properly install the water filled barrier rail and fill with water prior to beginning work in the area protected by the rail. Avoid spillage of water from the water filled barrier rail on the traveled way at all times.

Use water filled barrier rail listed in the QPL.

625.02.07 Portable Beacon Light Systems. The flagger stations for stopping traffic at each end of work zones, which require one way traffic control operations, may be supplemented by the use of a portable beacon light system. Place the beacon light system near the flagger station, outside of traffic flows, and in a visible location.

The beacon light system shall have a clear warning beacon strobe light on top, a 200 mm (8 in.) diameter red light for stopping traffic, and a 200 mm (8 in.) diameter yellow light for allowing traffic to proceed with caution. The beacon light system shall have a remote control for the lights' operation by the flagger at a distance of up to 30 m (100 ft) and operate on a portable 12 volt power supply.

The beacon light system shall be portable and lightweight, yet stable under moderate winds and traffic caused wind gusts. The lights shall be mounted on an adjustable support at approximately 3 m (10 ft) from the bottom of the base to the top of the beacon.

Manufacturers of portable beacon light systems are listed in the QPL.

CONSTRUCTION

625.03.01 General. Place all necessary traffic control devices before any detour or temporary route is opened to traffic. Install and maintain traffic control devices according to the approved traffic control plan, Nevada Work Zone Traffic Control Handbook, and the MUTCD. Relocate temporary traffic control devices as necessary. Remove devices that no longer apply to the existing conditions.

Do not remove any traffic control devices from the project until approved.

Immediately after removing guide posts, place and maintain traffic cones at each guide post location until the new guide posts are installed. Traffic cones will not be required at guide posts removed behind guardrail.

When a pay item is not provided for traffic cones in the proposal, the cost of furnishing, placing, maintaining, and removing of the traffic cones before installation of the new guide posts shall be considered as included in the price paid for other items of work.

Certain signs may require covering during the progress of the work. Covers shall completely block out the message during the day or night. Do not use burlap or similar fabrics. Fasten covers securely to prevent movement by wind action and withstand the effects of weathering. Do not apply adhesive tape to the face of a sign.

After completion of construction activities and before final acceptance of this project, provide covers to all project construction signs as directed.

Install temporary impact attenuators at locations as shown on the plans according to manufacturer's recommendations and as directed.

625.03.02 Sign Placement. Place signs in positions where they will convey their messages most effectively without restricting lateral clearance of sight distance. Placement must therefore accommodate highway design and alignment.

625.03.03 Sign Supports. Construct signs, posts, and their foundations so as to hold signs rigidly in a proper and permanent position, and prevent them from swaying in the wind, or from being turned or otherwise displaced by irresponsible persons.

A portable or removable type of mounting may be used for signs required intermittently or which are fre-

quently moved. Such a mounting shall be heavy enough not to turn over in the wind, and its base shall not be appreciably wider than the sign. Use portable sign supports listed in the QPL.

Fixed supports for signs shall conform to the requirements for ground mounted sign supports in Section 627 and as shown in the plans for permanent signs.

625.03.04 Barricades. Protect highways closed to traffic by barricades, or portable precast concrete barrier rail as approved. Provide and maintain appropriate warning and detour signs at all closures, intersections, and along detour routes. Direct the traffic around the closed portions of the highway so that the temporary detour routes are clearly indicated throughout their entire length.

Use barricades listed in the QPL.

Do not use rocks, asphalt or concrete pieces, construction materials, and other debris as weighting devices for barricades or drums. However, sand bags will be permitted as long as a low center of gravity is maintained as approved.

625.03.05 Contractor Designed Traffic Control Plans. Design traffic control conforming to the latest edition of the MUTCD, the Standard Plans, and as specified herein.

Submit four copies of the proposed traffic control plan to the Engineer no later than 7 days before the Preconstruction Conference. The proposed traffic control plan shall be prepared and/or certified as to conformance with the above by a Professional Traffic Operation Engineer (PTOE) or an ATSSA certified Work Site Traffic Supervisor and shall include the PTOE registration number or ATSSA certification number of the certifying person.

Failure to submit the traffic control plan within the above time frames will not be justification for delaying the Notice to Proceed nor for additional working days. Failure to adequately address comments in any required resubmittal also will not justify additional working days.

For projects requiring multi-phase traffic control plans, only the initial phase must be submitted according to the above time frames. However, submit any future phases of the traffic control plans a minimum of 21 days before commencement of that construction phase to allow for review and resubmittal as necessary. Do not begin construction on any given phase before receiving written acceptance by NDOT's Traffic Division of the traffic control plan for that phase.

Any days lost due to improper traffic control will be charged against the allowable working days.

The traffic control plan shall include, but not be limited to the following:

(a) Proposed construction zone and existing speed limits.

(b) All construction signs, including side streets signing.

(c) Types and location of traffic control devices, and a summary of the quantity of devices necessary for each phase.

(d) Location of flaggers and uniformed traffic control officers.

(e) Temporary striping.

(f) Construction phasing (including phasing of intersection construction and detours, if any).

(g) Lane cross-overs between construction phases.

(h) Method for maintaining traffic signal functions.

(i) Special events scheduling.

(j) Detours.

(k) Private property and business access plans.

(l) Accommodation of pedestrian, bicycle, and transit facilities.

The initial submittal will be reviewed and written comments and/or corrections to the plan, if any, will be provided at the Preconstruction Conference. If necessary, the Contractor and Engineer will meet to consider the comments and/or corrections to the plan at the Preconstruction Conference to resolve any issue relative to the traffic control plan. Resubmit the final traffic control plan within 7 days after receipt of review comments to

the proposed traffic control plan. Upon resolution of all issues or acceptance of the traffic control plan as submitted, the plan will be accepted in writing by NDOT's Traffic Division.

During construction the Engineer may require revisions to the accepted plan as necessary for safety or accommodation to traffic.

Submit in writing, accompanied with drawings, any requests to change the traffic control plan a minimum of 7 days before commencing work. Have the proposed changes to the traffic control plan prepared and/or certified the same as specified herein for the initial traffic control plan. Such request must be accepted in writing before implementation. Additional working days will not be considered for delays associated with review and acceptance of requested changes.

Acceptance of the submitted traffic control plan, shall in no way relieve the Contractor of the responsibility for safety requirements. Such acceptance shall in no way be construed as confirmation of the technical accuracy or adequacy of the contents of the plan and shall not relieve the Contractor of the obligation to institute traffic control measures in full compliance with contract requirements, and which function safely and correctly, and are in conformance with applicable statutes, ordinances, and regulations.

Within 48 hours after installation of new or modified traffic control, inspect the controls installed in the field to determine if all required controls have been installed and are operating as intended. Submit a signed affidavit stating that the traffic control has been inspected and is found to be in conformance with the accepted traffic control plans and contract requirements. If it is determined that the traffic controls are not in conformance with the accepted traffic control plans or contract requirements, correct immediately. If the accepted controls do not provide a safe and efficient construction zone, recommend revisions to address these deficiencies, in writing. If during the course of construction the traffic control is determined to have been modified or is not functioning as intended, the Contractor may be directed to reevaluate the traffic controls and make revisions as necessary.

Submit a draft of residence and business general project information notification letters for approval before distribution of the notices. Submit a final copy of all written notifications before distribution.

Prepare and distribute general project information notices to all residences and businesses adjacent to the project to ensure that residences/businesses receive the notice no less than 7 days before beginning any construction. The notice shall include the following:

(a) General scope of project (description of project and limits, hours and days of operation, phasing information, lane closure, parking restrictions, etc.).

(b) Access plans.

(c) Contractor contact and telephone number.

(d) Other appropriate information requested by the Engineer.

In addition to the general project information notices, prepare written notification of commencement of construction on any new segment of the street. Distribute these notices to adjacent residences/businesses within the new construction segment a minimum of 2 working days before commencing work in the new street segment. Submit a draft of the notice for acceptance before distribution.

Upon approval of the traffic control plan, and not less than 2 working days before beginning construction, notify local police and fire departments and any other emergency service of the upcoming construction.

During the course of construction, be prepared to provide access through the construction zone for police, fire or emergency vehicles which otherwise do not have through access due to traffic tie-ups and the inability to pass without entering the construction zone.

Do not proceed with any construction until traffic control plans have been accepted and the proper traffic control has been provided.

Design and construct any detours, lane crossovers, or other appurtenances which are required for the implementation of the traffic control plan. Remove these same detours and appurtenances and restore the area to original condition or better upon completion of the work which originally required them. The cost of this design, construction, removal and restoration shall be included in the contract price for the Rent Traffic Control Devices pay item and no additional compensation will be allowed therefore. Contact and obtain written approval from the owner of any lands on which a detour is proposed, before implementation of said detour.

Provide flaggers or signals at intersections within the construction zone to direct traffic movements at all times during construction at the intersections. During non-working hours, control the intersection with normal signal pattern or by some other approved method. Coordinate with and secure approval from the appropriate agencies for any use of or changes to operation of existing traffic signal equipment in the traffic control plan operation. On occasions when flagger control is necessary for safety or efficient traffic flow within signalized intersections, turn the signal off. Do not use the flaggers to control the intersection with the signal in operation. If flaggers enter the intersection to control traffic, equip them with proper attire and control devices. The number of flaggers and equipment/attire shall comply with applicable MUTCD, State, and local requirements. Illuminate flagger stations at night from the vehicle approach direction.

Whenever operations create a condition hazardous to traffic or to the public, furnish such devices as are necessary to give adequate warning to the public of any dangerous conditions to be encountered. Furnish, erect, and maintain such fences, barricades, lights, signs, channelization devices, temporary pavement striping, arrow boards, detours, and other devices as are necessary to prevent accidents and avoid damage or injury to the public until all permanent traffic control striping, signs and devices are installed and operational and the project is accepted.

If after notification of hazardous traffic conditions and failure to furnish and/or maintain warning and protective devices as required, the State may furnish and/or maintain such devices and charge the Contractor by deducting the cost thereof from periodic progress payments due the Contractor as such costs are incurred by the State.

Do not use Type I or Type II barricades to prevent vehicle traffic from entering a closed portion of roadway. Use only Type IIIB barricades in all such instances. Place Type IIIB barricades used for this purpose a maximum 1.2 m (4 ft) apart. Yellow warning lights may be necessary for some barricade or drum applications.

Delineate and sign all longitudinal drop-offs greater than 25 mm (1 in.) exposed to public traffic.

Protect public traffic from longitudinal drop-offs greater than 100 mm (4 in.) with an approved barrier or construct and maintain approved 1:6 (6:1) maximum safety slopes.

In areas with pedestrian traffic, use fencing around open trenches. The fencing may be placed on top of portable concrete barrier rails.

Use temporary painted striping, striping tape, or reflective lane line markers to delineate temporary traffic lanes or mark other required patterns or symbols. Temporary painted striping may only be used on pavement which is to be replaced or overlaid as part of the contract.

Temporary painted striping shall conform to Section 636.

Temporary striping tape shall conform to Section 635.

Temporary reflective lane line markers shall conform to Section 633.

Effectively remove, at no direct payment, any existing lines or markings of paint, tape, film, or pavement markers that conflict with the required temporary lines. Remove such lines in a manner so as to leave no residue or other trace of the former line that may be misconstrued by a driver to be a traffic line under any condition of daylight, darkness, or wetness of pavement.

METHOD OF MEASUREMENT

625.04.01 Measurement. Construction signs will be measured for rental by the square meter (square foot) of sign surface.

Traffic cones, drums, barricades, barricade warning lights, arrow boards, and vertical panels will be measured for rental by the each.

Portable precast concrete barrier rail and water filled barrier rail will be measured for rental by the linear meter (linear foot). The quantity of barrier rail shown on the contract proposal is deemed sufficient for the construction of this project. If electing to stage construction so as to require additional barrier rail, furnish and place said additional rail with no additional compensation.

Barrier rail will be measured for payment one time only and that movement to another location will not be grounds for remeasurement. However, should additional lengths be required over and above the length first measured, such additional lengths will be measured for payment.

Changeable message signs will be measured for rental by the each or day.

Temporary impact attenuators will be measured for rental by the each.

The use of the additional 5 sections of water filled barrier (one empty) for the temporary impact attenuator, as described in this Section, will be measured and paid for at the contract unit price bid per each for the rent temporary impact attenuator and with no additional compensation.

Truck-mounted impact attenuators will be measured for rental by the each or day, including the truck with arrow board.

Only the quantity and type of traffic control devices shown in the proposal which are ordered or approved in writing for delivery to the project will be measured for payment. Such order or approval will not be given until after providing the proposed method of operation.

Rent traffic control devices will be measured by the lump sum, which includes furnishing a traffic control plan, providing flaggers, pilot cars, uniformed traffic control officers, traffic control supervisors, or constructing, maintaining and removing detours, furnishing and installing all construction signs, traffic cones, drums, removal of striping, temporary pavement striping, barricades, barricade warning lights, arrow boards, or other traffic control and safety devices not listed as separate bid items in the proposal.

BASIS OF PAYMENT

625.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Partial payment for rent traffic control devices will be made according to Subsection 109.06.

Signs which have been measured for payment as set forth in Subsection 625.04.01 but were not erected will be paid at the rate of 60% of the contract unit price bid.

Moving traffic control devices from one location to another on the contract, as directed, shall be considered necessary and essential and no additional compensation will be allowed therefore.

No additional compensation will be allowed for rent traffic control devices by the lump sum, unless a bid item requiring traffic control qualifies as having a "significant change" in the character of work as specified in Section 104. In such cases the payment for extra work for traffic control will be determined according to Section 109.

Payment will be made under:

Pay Item	Pay Unit
Rent Construction Signs	Square Meter (Square Foot)
Rent Construction Barricades (type)	Each
Rent Portable Precast Concrete Barrier Rail	Linear Meter (Linear Foot)
Rent Water Filled Barrier Rail	Linear Meter (Linear Foot)
Rent Traffic Cones	Each
Rent Barricade Warning Lights (type)	Each
Rent Arrow Board (type)	Each or Day
Rent Traffic Drums	Each
Rent Vertical Panels	Each
Rent Changeable Message Signs	Each or Day
Rent Temporary Impact Attenuators	Each
Rent Truck-Mounted Impact Attenuators	Each or Day
Rent Traffic Control Devices	Lump Sum

SECTION 627

PERMANENT SIGNS

DESCRIPTION

627.01.01 General. This work consists of furnishing, erecting and installing signs, sign supports and other materials required for highway signs.

627.01.02 Shop Drawings. Furnish 5 sets of shop drawings for each overhead sign structure for approval. Do not fabricate overhead sign structures until the shop drawings have been approved.

For signs which are shown on the sign summary sheets and are not included in the Standard Highway Sign Book or the Nevada Supplement, the Department will furnish special sign design sheets. Fabricate these signs to conform to the special sign design sheets as well as the drawings noted in the plans.

MATERIALS

627.02.01 General. Material shall conform to the MUTCD, the Standard Highway Signs (FHWA), the Standard Highway Signs (Nevada Supplement), and the following Section:

Sign Materials .....Section 716

Sign panels of sizes 900 mm by 900 mm (36 in. by 36 in.) or smaller, which are mounted on a single post, may be constructed of ultraviolet resistant engineered thermoplastic. Manufacturers of thermoplastic sign panels are listed in the QPL.

627.02.02 Reflectorization. Use Type III reflective sheeting for all signs.

Reflectorized signs made of molded thermoplastic material shall meet or exceed the requirements for Type III reflective sheeting.

All letters, numerals, symbols, borders, and accessories as necessary for the sign legend shall be directly applied to the sign background or molded to form an integral sign legend and background on all signs.

CONSTRUCTION

627.03.01 Panel Fastenings. Provide the panel sections with suitable fastenings, as shown on the plans, to permit easy attachment to the supporting frames. Provide panel sections with closure strips at the joints.

Panel fastenings shall utilize nylon washers for contact between the reflective sheeting and the metal washer.

Pre-paint the exposed portion of fastening hardware on the face of the sign panels with baked enamel or use a commercial quality pre-painted fastener to match the sign face.

627.03.02 Closure Strips. Closure strips are required on aluminum sign panels. Anchor closure strip by aluminum rivets or approved alternate, colored to match the sign face.

627.03.03 Installation. Sign locations indicated on the plans are approximate only. Final determination of sign locations will be made in the field.

Construct sign islands as roadway embankment according to Section 203, unless otherwise specified. Structure excavation and backfill shall conform to Sections 206 and 207. Sign illumination systems shall conform to Section 623.

Construct footings according to Section 502. Set anchor bolts true to line and grade. Set posts plumb.

Construct overhead sign pile foundations according to Section 509.

Permanently stamp the date of installation, consisting of month and year, on the back of each sign with metal dies. In lieu of a stamped date, the date may be applied by the use of an electrical engraving tool. Make date visible only on close inspection. Place the date on the lower right hand corner when facing the rear of the sign. Apply the stamped date in a manner as not to damage the face of the sign.

Clean each sign face according to the reflective material manufacturer's recommendations. Remove all undesirable material that is visible on the face. Do not use abrasives or other cleaning materials that will scratch or otherwise deface the face.

Directional signs that are not functional may require covering during the progress of the work. Covers shall be of sufficient size and density to completely block out the message so that it is not visible either during the day or night. Do not use burlap or similar fabrics. Fasten covers securely to prevent movement by wind action and withstand the effects of weathering. Do not apply adhesive tape to the face of a sign.

Cover messages on sign faces of all directional signs facing public traffic and directing such traffic to a portion of the project not yet open to public traffic.

Exercise care at all times in the handling, storing, transporting, and erecting of the signs. Repair or replace signs which are damaged.

Pipe sign posts may be field cut and drilled to adjust for local conditions when approved. Do not flame cut. Clean all field cuts and abraded areas on steel pipe posts and apply 2 coats of paint having a high zinc dust content conforming to MIL-P-21035.

Do not extend the lengths of sign posts by splicing or welding.

627.03.04 Removal. This work consists of removal of existing permanent sign panels, posts, and footings. Stockpile, sign panels and posts removed, on the jobsite at approved locations and they shall remain the property of the State. Remove and dispose of all concrete from sign posts.

Exercise care when removing and stockpiling signs that are designated for removal. Repair or replace signs damaged by removal.

627.03.05 Reset. This work consists of resetting existing sign panels on new posts and footings. Existing sign panels will normally be all or portions of those removed according to Subsection 627.03.04.

METHOD OF MEASUREMENT

627.04.01 Measurement. Permanent signs will be measured by the square meter (square foot) of sign face surface.

Permanent signs removed will be measured by the square meter (square foot) of sign panel surface removed.

Permanent signs reset will be measured by the square meter (square foot) of sign panel surface reset.

Permanent sign panels will be measured by the square meter (square foot) of sign panel surface.

Permanent overhead sign support structures will be measured by the lump sum for the support structures.

Roadway embankment material for sign islands will be measured and paid for according to Section 203.

BASIS OF PAYMENT

627.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Structure excavation and backfill required will be considered subsidiary to the pay items listed below and no further payment will be made therefore.

Payment will be made under:

Pay Item	Pay Unit
Permanent Signs (Ground Mounted) (Metal Supports)	Square Meter (Square Foot)
Permanent Signs (Ground Mounted) (Timber Supports)	Square Meter (Square Foot)
Permanent Signs, Remove	Square Meter (Square Foot)
Permanent Signs, Reset	Square Meter (Square Foot)
Permanent Sign Panels (Overhead)	Square Meter (Square Foot)
Permanent Sign Panels (Panel Only)	Square Meter (Square Foot)
Permanent Overhead Sign Support Structures	Lump Sum

SECTION 628

MOBILIZATION

DESCRIPTION

628.01.01 General. This work consists of preparatory work and operations necessary for the movement of personnel, equipment, supplies, and incidentals to the project site before beginning work.

This work also consists of furnishing potable water and electricity to Department furnished field laboratories used on the project. Supply the amount of water and electricity necessary to satisfy the requirements of the Department on a 24 hour basis. Make all necessary connections to the laboratories. Provide a suitable location for the field laboratories, in a secured area, and on level pads. Satisfactorily construct, maintain, and cleanup a settling pond or holding tank for the laboratory drain.

METHOD OF MEASUREMENT

628.04.01 Measurement. Mobilization will be measured by the lump sum.

BASIS OF PAYMENT

628.05.01 Payment. The accepted quantity, measured as provided above, will be paid at the contract price per unit of measurement for the pay item listed below that is shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

When mobilization does not appear as an item in the proposal, the cost of such work shall be considered included in the contract unit price bid for other items of work and no additional compensation shall be allowed therefore.

Payment will be made under:

Pay Item	Pay Unit
Mobilization	Lump Sum

SECTION 632

PERMANENT PAINTED PAVEMENT MARKINGS

DESCRIPTION

632.01.01 General. This work consists of applying permanent pavement markings on the completed pavement.

MATERIALS

632.02.01 General. Material shall conform to the following Sections:

Traffic Paint.....Section 729
Traffic Beads.....Section 730

Use the epoxy paint striping materials for the epoxy pavement striping items shown in the proposal.

Use rapid dry waterborne traffic paint materials for the waterborne pavement striping items shown in the proposal.

CONSTRUCTION

632.03.01 General. Perform engineering for the location of the pavement striping according to the plans, Special Provisions, these specifications, and as directed. The location of striping shall closely parallel the striping pattern depicted on the plan sheets.

Place markings in proper alignment. Do not deviate from alignment by more than 25 mm (1 in.) per 60 m (200 ft) of roadway. Do not exceed 50 mm (2 in.) maximum deviation and do not create abrupt deviations.

Remove and replace markings not placed in proper alignment or pattern by approved methods.

Place striping in the direction of traffic flow. Protect the pavement striping from public traffic until dry by the use of traffic cones or by any other approved means.

Painted pavement striping shall be 100 mm (4 in.) wide unless otherwise noted.

The paint pattern for a broken line shall consist of a 3.05 m (10 ft) stripe and a 9.14 m (30 ft) gap.

The paint pattern for a dotted line at lane drops shall consist of a 0.91 m (3 ft) stripe and a 3.66 m (12 ft) gap. The paint pattern for dotted lines (cat tracks) at intersection turn lane lines and at the end of bike lanes at intersections shall consist of a 0.61 m (2 ft) stripe and a 1.22 m (4 ft) gap.

Place permanent striping materials (or temporary markings if allowed) at the end of each day's paving operations or before allowing public traffic on any final plantmix bituminous surface course.

632.03.02 Striping Equipment. Use equipment with a system capable of spraying both yellow and white paint, mounted on a truck of sufficient size and stability, and having an adequate power source to produce lines of uniform dimension and prevent application failure. Use equipment capable of placing stripes on the left and right sides and of placing two lines simultaneously with either line in a solid or intermittent pattern in yellow or white, and of applying glass beads at the proper rate. All guns must be in full view of operators at all times. Provide equipment with a metering device to register the accumulated installed footage for each gun, each day. Include at least one operator in each vehicle who is a technical expert in equipment operations and application techniques. Use equipment designed so that the pressure gauges for each pump are constantly visible to the operator at all times during its operation so that any fluctuation and pressure difference can be monitored immediately. Equip each paint tank with a mechanical agitator. Application equipment for epoxy paint shall have a static mixer unit for proper mixing of the two components of the epoxy paint material.

For rapid dry waterborne traffic paint materials use only equipment designed for water based paints.

After opening containers of rapid dry waterborne traffic paint, maintain a thin layer of water on the surface of the paint during storage to prevent skinning.

632.03.03 Surface Preparation. Remove loose particles, dirt, tar, grease, and other deleterious material from the surface to be marked. Remove existing traffic markings by blasting or grinding. Remove curing compound on Portland cement concrete by blasting. Remove existing markings so that at least 95% of the underlying pavement is visible. Remove the abrasive material from the pavement surface before the pavement is opened to uncontrolled traffic flow.

Any temporary epoxy paint applied to delineate traffic lines on new plantmix bituminous open-graded surface need not be removed before the final application of the epoxy pavement striping.

632.03.04 Application.

(a) Epoxy Pavement Striping. Apply the epoxy paint markings to a clean and dry surface to obtain the following minimum dry thicknesses, measured without drop-on glass beads:

On bituminous surface:.....500 µm (20 mils)
On Portland cement surface: .....500 µm (20 mils)

Apply the epoxy striping on the new plantmix bituminous open-graded surface no sooner than 7 days after placement of the open-graded surface, but within 15 days after allowing public traffic thereon. If the epoxy striping is not placed within the 15 days after allowing public traffic thereon, liquidated damages will be assessed according to Subsection 108.09 of the Special Provisions.

Place either temporary markers or temporary epoxy paint to delineate traffic lines on any new plantmix bituminous open-graded surface which does not yet have the permanent striping applied, if required to allow public traffic thereon. If electing to use temporary markers, see Subsection 633.03.03 for installation requirements. If electing to use temporary striping, see Subsection 636.03.01 for application requirements.

Produce markings of uniform thickness and with uniform distribution of glass beads throughout the line width. The width of lines shall be as specified with tolerance of ± 6 mm (1/4 in.) for 100 mm (4 in.) lines and 13 mm (1/2 in.) for wider lines. Produce markings with sharp edges and cutoff at the ends.

The pavement surface where the epoxy is to be placed shall have a minimum temperature of 16 °C (60 °F). The air temperature shall be at least 10 °C (50 °F) during marking operations. Determine the pavement surface temperature and air temperature before the start of each day of marking operations and at any other time ordered.

Heat the epoxy paint marking material to the manufacturer's recommended temperature before application to the pavement.

Apply the traffic beads by the double drop method. This method requires Type I and Type II reflective glass spheres to be injected into or dropped onto the liquid epoxy marking. Apply each type simultaneously, at a minimum rate of 1.1 kg/L (9 lb/gal) of resin to achieve 2.2 kg/L (18 lb/gal) minimum total application. Apply Type I beads first, then immediately follow by the application of Type II beads. The beads shall adhere to the cured epoxy or all marking operations shall cease until corrections are made.

Application rates will be checked at convenient intervals by comparing tallies of materials used to the lengths of lines placed. For initial application, and occasionally during the course of the work, the Engineer may also check application to a preweighed sheet specifically placed for test purposes. Do not apply drop-on spheres for this test.

(b) Rapid Dry Waterborne Traffic Paint. Apply paint to an approved clean and dry surface. Apply by a single application with a machine capable of dispensing beads immediately after paint is applied. Do not use a thinner unless otherwise approved.

Do not apply paint when the ambient air temperature or the pavement temperature is below 7 °C (45 °F).

Apply Type I waterborne paint markings to obtain a 410 µm (16 mils) minimum wet film thickness and a 380 µm (15 mils) minimum dry thickness, measured without drop-on glass beads.

Apply Type II waterborne paint markings to obtain a 620 µm (25 mils) minimum wet film thickness and a 590 µm (24 mils) minimum dry thickness, measured without drop-on glass beads.

Apply beads at a rate of 1.1 kg/L (9 lb/gal) of paint.

Produce markings of uniform thickness and with uniform distribution of glass beads throughout the line width. The width of lines shall be as specified with tolerance of ± 6 mm (1/4 in.) for 100 mm (4 in.) lines and 13 mm (1/2 in.) for wider lines. Produce markings with sharp edges and cutoff at the ends.

Application rates will be checked at convenient intervals by comparing tallies of materials used to the lengths of lines placed. For initial application, and occasionally during the course of the work, the Engineer may also check application to a preweighed sheet specifically placed for test purposes. Do not apply drop-on spheres for this test.

(c) Protecting the Newly Installed Marking. Protect paint lines, symbols, and legends from tracking during the setting period by one or more of the following methods: (1) closing off the wet line from traffic, (2) use of convoy of moving vehicles to prevent traffic crossing the wet line, (3) saturation of the lines, symbols, and legends with glass beads to prevent tracking.

632.03.05 Final Acceptance. Final acceptance will be based on satisfactory compliance with these specifications.

Provide a reflectometer from one of the manufacturer's listed in the QPL for retroreflectivity measurements. Take retroreflective readings 1 to 2 weeks after installation of pavement striping at directed locations. The number of readings for the type of pavement striping specified will be designated in the Special Provisions. In order for pavement striping to be accepted, the completed markings shall meet the minimum requirements listed in the Special Provisions.

METHOD OF MEASUREMENT

632.04.01 Measurement. Epoxy pavement striping will be measured by the linear meter (linear foot), kilometer (mile), or square meter (square foot) for the type specified.

Waterborne pavement striping will be measured by the linear meter (linear foot), kilometer (mile), or square meter (square foot) for the type specified.

The double solid yellow line shall be considered as a single line when measured for payment. Gaps in the broken or dotted lines shall be included in the linear measurement.

BASIS OF PAYMENT

632.05.01 Payment. The accepted quantities, measured as specified above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Epoxy Pavement Striping (*)	Linear Meter or Kilometer (Linear Foot or Mile)
Epoxy Pavement Striping (Varies)	Square Meter (Square Foot)
Waterborne Pavement Striping (*)	Linear Meter or Kilometer (Linear Foot or Mile)
Waterborne Pavement Striping (Varies)	Square Meter (Square Foot)

* Color and pattern as indicated in the estimate and proposal.

SECTION 633

PAVEMENT MARKERS

DESCRIPTION

633.01.01 General. This work consists of furnishing and placing pavement markers. Use pavement markers of an approved color. Off-color markers shall constitute grounds for rejection.

This work also consists of furnishing and placing temporary reflective lane line markers.

MATERIALS

633.02.01 Non-Reflective Pavement Markers. Non-reflective pavement markers shall consist of a heat-fired, vitreous, ceramic base and a heat-fired, opaque, glazed surface. Produce the markers from any suitable combination of intimately mixed clays, shales, tales, flints, feldspars, or other inorganic material. Thoroughly and evenly mature and free the markers from defects which effect appearance or serviceability.

The top surface of the non-reflective marker shall be convex and the radius of curvature shall be between 88 mm (3.5 in.) and 150 mm (6 in.), except that the radius of the 12.5 mm (0.5 in.) nearest the edge may be less. Any change in curvature shall be gradual. The top and sides shall be smooth and free of mold marks, pits, indentation, air bubbles, or other objectionable marks or discolorations.

The bottom of the ceramic markers shall be free from gloss or glaze and shall have areas of integrally formed protrusions projecting from the surface which will increase the effective bonding surface area of adhesive. The faces of the protrusions shall not deviate more than 1 mm (0.04 in.) from a flat surface. The areas of protrusion shall have faces parallel to the bottom of the marker and shall project approximately 1 mm (0.04 in.) from the bottom. The area of protrusions shall constitute a minimum of 30% of the area of the bottom of the marker and shall increase the bonding surface area by a minimum of 24%. To facilitate forming and mold release, the sides of the protruded area may be tapered. This taper shall not exceed 15 degrees from the perpendicular to the marker bottom.

The non-reflective ceramic type markers shall conform to the following tests:

(a) Adhesive Bond Strength (to bottom surface of the marker) ..... 4.8 MPa (700 psi) min.
(b) Glaze Thickness ..... 130 µm (5 mil) min.
(c) Moh Hardness ..... 6 min.
(d) Directional Reflectance (white markers only)
  1. Glazed Surface ..... 7 min.
  2. Body of Marker ..... 65 min.
(e) Yellowness Index (white markers only)
  1. Glazed Surface ..... 7 max.
  2. Body of Marker ..... 16 max.
(f) Color (yellow markers only)
  1. Purity ..... 76% to 96%
  2. Dominant Wave Length ..... 579 to 585 nm
  3. Total Luminous Reflectance (Y value x 100) ..... 41 min.
(g) Autoclave Reflectance ..... Glaze shall not spall, crack or peel
(h) Strength ..... 6,670 N (1,500 lb) min.
(i) Water Absorption ..... 2.0% max.

Plastic Non-Reflective Pavement Markers. Plastic type markers may be used in lieu of the ceramic type markers specified above. The plastic type markers shall be either polyester or acrylonitrile butadiene styrene (ABS) plastic type.

Polyester markers shall consist of polyester resin binder, inert organic filler material and colorant pigments and shall conform to the test requirements for ceramic type markers except the requirement for adhesive bond strength in Test (a) shall be 3.3 MPa (480 psi) minimum and Tests (b), (c), (g), and (i) shall not apply.

ABS markers shall consist of ABS plastic conforming to ASTM D4673, Designation ABS0122, and shall conform to the test requirements for ceramic type markers except Tests (a), (b), (c), (g), and (i) shall not apply. The bottom of ABS plastic markers shall be configured to produce a structural bond with the pavement.

Use non-reflective pavement markers listed in the QPL.

633.02.02 Reflective Pavement Markers. Reflective pavement markers shall be of the prismatic reflector type consisting of a methyl methacrylate or suitably compounded acrylonitrile butadiene styrene (ABS) shell filled with a mixture of an inert thermosetting compound and filler material. The exterior surface of the shell shall be smooth and contain one or two methyl methacrylate prismatic reflector faces of the color specified.

The reflective lens shall not contain any voids of airspace and the back lens shall be metallized. Fabricate the shell with a mechanical interlock between the thermosetting compound and the shell. Bond the thermosetting compound directly to the backside of the metallized lens surface.

The base of the marker shall be flat [the deviation from a flat surface shall not exceed 1 mm (0.04 in.)], rough textured and free from gloss or substances which may reduce its bond to the adhesive.

The color of the reflector when illuminated by an automobile headlight shall be an approved color. Off-color reflection shall constitute grounds for rejection. The daylight color of the marker body shall be an approved color, compatible with the color of the primary lens.

Note that the 100 mm (4 in.) x 100 mm (4 in.) x 10 mm (0.4 in.) size of the reflective pavement marker shown on Standard Plan Sheet T-37.1.1 is only a common size and other sizes of markers may be accepted.

The reflective type markers shall conform to the following tests:

(a) Adhesive Bond Strength (to bottom surface of the markers) .....3.4 MPa (500 psi) min.

(b) Reflectance .....Specific Intensity

	Clear	Yellow	Red
0 degree Incidence Angle, min.	3.0	1.5	0.75
20 degrees Incidence Angle, min	1.2	0.60	0.30

(c) Strength .....8,900 N (2,000 lb) min.

(d) Water Soak Resistance .....No delamination of the body or lens system of the marker nor loss of reflectance

Failure of the markers body or filler material before reaching 3.4 MPa (500 psi) in the bond strength test, test (a) above, shall also constitute a failing bond strength test.

Deformation of the marker of more than 3 mm (0.125 in.) at a load of less than 8,900 N (2,000 lb) or delamination of the shell and the filler material of more than 3 mm (0.125 in.) regardless of the load required to break the marker shall be cause for rejection of the marker.

Use reflective pavement markers listed in the QPL.

633.02.03 Recessed Reflective Pavement Markers. Reflective pavement markers to be placed in pavement recesses shall conform to Subsection 633.02.02 with the following exceptions. The pavement markers need not conform to the strength requirements, and the specific intensity requirements shall apply after abrading the lens surface by the following "Steel Wool Abrasion Procedure".

Steel Wool Abrasion Procedure—Form a 25 mm (1 in.) diameter flat pad using No. 3 coarse steel wool conforming to FSS FF-W-1825. Place the steel wool pad on the reflector lens. Apply a load of 23 kg (50 lb) and rub the entire lens surface 100 times.

Use recessed reflective pavement markers listed in the QPL.

633.02.04 Adhesive for Pavement Markers. Use adhesives for pavement markers listed in the QPL.

633.02.05 Temporary Reflective Lane Line Markers. Use temporary reflective lane line markers listed in the QPL.

The temporary lane line markers used for centerlines shall have yellow bodies and yellow reflective sheeting on both sides.

The temporary lane line markers used for lane lines or edge lines shall have the same body and reflector color as required for the permanent striping and the reflective sheeting shall be only required on the side that faces oncoming traffic.

633.02.06 Certificates. Furnish certificates of compliance executed by the manufacturers of the markers and adhesives attesting that they conform to these specifications.

CONSTRUCTION

633.03.01 Pavement Marker Installation. Remove dirt, curing compound, grease, oil, moisture, loose or unsound layers, paint and any other deleterious material from the surface to be marked. Clean Portland cement concrete by blast cleaning. Uniformly place the adhesive on the cleaned pavement surface or on the bottom of the marker in a quantity sufficient to result in complete coverage of the area of the contact of the marker with no voids present and with a slight excess after the marker has been pressed in place. Place the marker in position and apply pressure until firm contact is made with the pavement. Immediately remove excess adhesive around the edge of the marker, on the pavement, and on the exposed surfaces of the markers. Remove adhesive from exposed faces of pavement markers with soft rags moistened with mineral spirits conforming to FSS TT-T-291 or with kerosene.

Prepare and apply the adhesive according to the manufacturer's requirements. Protect the markers against impact until the adhesive has sufficiently hardened to keep traffic from dislodging the markers.

Install markers to the line established by the Engineer. Install reflective markers so that the reflective face of the marker is at right angles to a line parallel to the roadway centerline.

Do not install pavement markers over longitudinal or transverse joints of the pavement surface.

633.03.02 Pavement Recesses. Locate pavement recesses along the line of new or existing stripes. Select method to construct recesses. Use power-operated equipment capable of removing the pavement to the dimensions shown on the plans. Remove residue from the roadbed with vacuum equipment and dispose according to Subsection 107.14.

633.03.03 Temporary Lane Line Marker Installation. Install temporary lane line markers according to the manufacturer's recommendations. Maintain the markers by replacing lost or damaged markers daily.

Use temporary lane line markers specified in Subsection 633.02.05.

The patterns and spacings for the temporary pavement markers shall be as follows:

For broken lines, place groups of 3 markers spaced longitudinally 600 mm (24 in.) apart at 12 m (40 ft) intervals.

For double yellow lines, place 2 markers side by side with a 100 mm (4 in.) separation between markers at 6 m (20 ft) intervals.

For the centerline in a one way passing zones, place 2 markers side by side with a 100 mm (4 in.) separation between markers at 6 m (20 ft) intervals.

Place temporary lane line markers on edge lines at 6 m (20 ft) intervals.

(a) Installation of Temporary Markers on Open-Graded Surface. Temporary markers may be required to be placed on the new plantmix bituminous open-graded surface. See Subsection 632.03.04 for limitations on the application of the epoxy pavement striping and optional placement of temporary markers.

The adhesive used with the temporary lane line markers shall not damage the pavement surface when they are removed. Remove the markers placed on the new plantmix bituminous open-graded surface just before the application of the permanent striping.

There will be no additional compensation for furnishing, installing, maintaining, and removing the temporary lane line markers placed on the new plantmix bituminous open-graded surface before applying the permanent striping.

(b) Installation of Temporary Markers with the Application of Screenings. In areas to receive a surface treatment of screenings, apply the temporary lane line markers before application of the bituminous material. After placement of screenings and before allowing public traffic on the roadway surface, remove the clear protective coverings from the temporary lane line marker reflectors.

Equip temporary lane line markers with an additional clear protective covering when a seal coat is to be applied on the screenings. After application of the seal coat and before allowing public traffic on the roadway surface, remove the secondary clear protective coverings from the temporary lane line marker reflectors.

Maintain the markers by replacing lost or damaged markers daily. The markers need not be removed after the application of the permanent striping.

METHOD OF MEASUREMENT

633.04.01 Measurement. Pavement markers or temporary lane line markers will be measured by the each.

BASIS OF PAYMENT

633.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Non-Reflective Pavement Markers	Each
Reflective Pavement Markers	Each
Reflective Pavement Markers (Recessed)	Each
Temporary Lane Line Markers (color)	Each

SECTION 634

PAVEMENT MARKING FILM

DESCRIPTION

634.01.01 General. This work consists of furnishing and placing pavement marking tape, and thermoplastic marking material.

MATERIALS

634.02.01 General. Material shall conform to the following Section:

Pavement Marking Film .....Section 732

Protect marking film from unnecessary exposure to extreme temperatures before installation by proper packaging and storage. Marking film showing signs of physical damage or effects of prolonged storage which may affect its performance will be rejected.

634.02.02 Thermoplastic Material. Use either hot applied or preformed thermoplastic materials for the thermoplastic pavement marking items shown in the proposal. The thermoplastic pavement marking materials shall be capable of application on asphaltic surfaces and Portland cement concrete surfaces.

CONSTRUCTION

634.03.01 General. Perform engineering for the proper location of the pavement marking film.

The pavement marking film shall be 100 mm (4 in.) wide unless noted otherwise.

The pattern for a broken line shall consist of a 3 m (10 ft) stripe and a 9 m (30 ft) gap.

Provide marking film colors and configurations according to the plans and the MUTCD.

Apply the pavement marking film to new open-graded plantmix surface before public traffic is allowed on the freshly paved surface.

634.03.02 Pavement Marking Tape. Inlay tape in the fresh surface during the final rolling of the mat before the open-graded plantmix surface temperature falls below 49 °C (120 °F).

Apply pavement marking tape as per manufacturer's recommendations.

After installation, the following test for adhesion will be performed: Within 48 hours after application, cut a 25 mm (1 in.) strip transversely through the material. Lift approximately 25 mm (1 in.) of the strip material from the substrata to enable gripping in a clamp attached to a spring-loaded balance or scale. The material shall resist a minimum 35 N (8 lb) pull applied at an angle of 90 degrees relative to the surface of the adhered tape strip.

634.03.03 Thermoplastic Material Application. Produce thermoplastic markings that are straight and have sharp edges: that are the specified color, width, and thickness; that have uniform retroreflectivity; and that are properly bonded to the pavement.

(a) Hot Applied Thermoplastic. Mechanically wire brush the existing surface which is to receive the thermoplastic material to remove all dirt and contaminants. Mechanically wire brush or abrasive blast clean the surface of new Portland cement concrete which is to receive the thermoplastic material to remove all laitance and curing compound.

Remove and replace any existing pavement markings damaged by the blast cleaning or wire brushing.

Apply the thermoplastic material to dry pavement surfaces and only when the surface temperature is above 10 °C (50 °F).

Apply a primer, of the type recommended by the manufacturer of the thermoplastic material, to all asphaltic surfaces over 6 months old and to all Portland cement concrete surfaces. Apply the primer immediately in

advance of, but concurrent with, the application of the thermoplastic material. Apply the primer at the application rate recommended by the manufacturer and do not thin.

Use preheaters with mixers having 360 degree rotation to preheat material.

Apply the thermoplastic material to the pavement at a temperature between 200 °C and 220 °C (400 °F and 425 °F), unless a different temperature is recommended by the manufacturer.

The thermoplastic material may be applied by either spray or extruded methods in a single uniform layer.

Use stencils when applying thermoplastic material for pavement markings.

Uniformly coat the pavement surface and fill the voids in the pavement surface with the thermoplastic material.

Apply the thermoplastic material to dry pavement at a thickness of 2.5 to 3.8 mm (0.100 to 0.150 in.) for pavement markings and a minimum thickness of 1.5 mm (0.060 in.) for traffic stripes.

Apply traffic beads immediately to the surface of the molten thermoplastic material at a rate of not less than 4 kg per 10 m^2 (8 lb per 100 ft^2).

(b) Preformed Thermoplastic. Place the preformed thermoplastic material on clean and thoroughly dry surfaces and during anticipated dry weather. Mechanically wire brush or abrasive blast clean the surface of new Portland cement concrete which is to receive the thermoplastic material to remove all latence and curing compound.

The pavement temperature and ambient air temperature shall be at or above 0 °C (32 °F) at the time of application.

Melt the properly positioned preformed thermoplastic using flame from a propane-type torch, according to the manufacturer's recommendations, to bond the traffic markings permanently in place.

If recommended by the manufacturer of the preformed thermoplastic pavement markings, apply a primer sealer on Portland cement concrete surfaces before application of the preformed thermoplastic material.

Manufacturers of preformed thermoplastic pavement marking material are listed in the QPL.

METHOD OF MEASUREMENT

634.04.01 Measurement. Pavement marking tape will be measured by the linear meter (linear foot), kilometer (mile) or square meter (square foot).

Thermoplastic pavement marking will be measured by the linear meter (linear foot), kilometer (mile) or square meter (square foot).

Double solid yellow lines will be considered as a single line when measured for payment. Gaps in the broken lines and dotted lines shall be included in the linear meter (linear foot) or kilometer (mile) measurement.

BASIS OF PAYMENT

634.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Pavement Marking Tape (type) (Varies)	Square Meter (Square Foot)
Pavement Marking Tape (type) (*)	Linear Meter (Linear Foot)
Pavement Marking Tape (type) (*)	Kilometer (Mile)
Thermoplastic Pavement Marking (Varies)	Square Meter (Square Foot)
Thermoplastic Pavement Marking (*)	Linear Meter (Linear Foot)
Thermoplastic Pavement Marking (*)	Kilometer (Mile)

* Width, pattern, or color as indicated in the estimate and proposal.

SECTION 635

TEMPORARY PAVEMENT STRIPING TAPE

DESCRIPTION

635.01.01 General. This work consists of furnishing, locating, placing, maintaining, and removing temporary pavement striping tape.

MATERIALS

635.02.01 General. The use of Type 1 tape is mandatory, unless Type 2 tape is approved for use on areas appropriate for its use.

Temporary striping tape shall be yellow or white as required and shall conform to the following requirements:

Type 1 tape shall conform to ASTM D4592, Type I. Type 1 tape is more readily removable from the surface and is recommended for use on surfaces which are not designated to be covered or removed, and on temporary areas where traffic patterns are to be altered.

Type 2 tape shall conform to ASTM D4592, Type II. Type 2 tape is much more difficult to remove from the surface and is recommended for use on surfaces which are to be covered or removed in which case removal of the tape will not usually be required.

Use temporary striping tape listed in the QPL.

CONSTRUCTION

635.03.01 General. Temporary striping tape shall be 100 mm (4 in.) wide unless noted otherwise.

The tape pattern for a broken line shall consist of a 3 m (10 ft) stripe and a 9 m (30 ft) gap.

Temporary Striping Tape (Pilot Line) shall be 100 mm (4 in.) by 300 mm (12 in.) sections and shall be placed on traffic lane lines at 12 m (40 ft) intervals with the longer side parallel to traffic.

Provide tape color and configurations according to the plans and the MUTCD.

Place temporary striping tape before the end of a working day and/or before allowing public traffic on the surface.

Apply to surface which is dry, free of oils, grease, dust, and dirt. Tamp the tape down immediately after application in order to obtain a proper bond. Satisfactorily remove tape when required.

Portions of the temporary striping tape may have to be replaced during the life of the contract. The locations and extent of these replacements will be determined. No additional compensation will be made for replacing tape.

METHOD OF MEASUREMENT

635.04.01 Measurement. Temporary striping tape will be measured by the linear meter (linear foot), including gaps, or by the square meter (square foot).

BASIS OF PAYMENT

635.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Temporary Striping Tape (type)	Linear Meter (Linear Foot)
Temporary Striping Tape (Varies)	Square Meter (Square Foot)

SECTION 636

TEMPORARY PAINTED PAVEMENT MARKING

DESCRIPTION

636.01.01 General. This work consists of the application of temporary pavement striping paint and traffic beads.

MATERIALS

636.02.01 General. Material shall conform to the following Sections:

Traffic Paint.....Section 729
Traffic Beads.....Section 730

Use the rapid dry waterborne traffic paint materials for temporary painted striping, except as hereinafter specified for use of epoxy traffic paint materials.

Use the epoxy traffic paint materials for temporary painted striping placed on surfaces to receive permanent epoxy striping.

CONSTRUCTION

636.03.01 General. The finished surface of each course of dense-graded plantmix surface shall be painted prior to placing public traffic thereon. The pattern for this painting shall closely parallel the pattern shown in the plans for the permanent striping, the requirements of the Special Provisions, or the pattern shown for traffic control. Properly locate painted traffic lines.

Painted pavement striping shall be 100 mm (4 in.) wide unless noted otherwise.

The paint pattern for a broken line shall consist of a 3 m (10 ft) stripe and a 9 m (30 ft) gap.

Provide paint color and configurations according to the plans and the MUTCD.

If directed to repaint due to normal wear, said work will be measured for payment according to Subsection 636.04.01. Should repainting be required for any purpose other than normal wear as determined by the Engineer, no additional compensation will be allowed for costs.

Apply paint to an approved clean and dry surface. Apply by a single application with a machine capable of dispensing beads immediately after paint is applied. Do not use a thinner unless otherwise approved.

Apply paint when the ambient air temperature is above 7 °C (45 °F). Paint may be applied when the ambient air temperature is below 7 °C (45 °F), but above 0 °C (32 °F), provided the road surface is free of any possible sources of moisture or condensation during application.

Use traffic cones or other approved means to protect the pavement striping from public traffic until dry. Do not heat the paint above 63 °C (145 °F) to reduce drying time.

Apply paint at a rate to produce a minimum film thickness of 200 μm (8 mils) when dry.

Apply glass beads at the rate of 720 g/L (6 lb/gal) of paint.

The application will be checked at the beginning of each day's striping and as often thereafter as considered necessary. If equipment settings fail to produce quality striping within the limits specified, stop striping until the cause is corrected.

Temporary painted striping may be required to be placed on the new plantmix bituminous open-graded surface. See Subsection 632.03.04 for limitations on the application of the epoxy pavement striping and optional application of temporary painted striping.

The pattern for temporary striping applied on the new open graded surface shall closely parallel the pattern shown in the plans for the permanent striping, except that all such striping shall be 100 mm (4 in.) wide and shall be applied for all traffic lines shown in the permanent striping details.

Apply the temporary epoxy painted striping on the new open-graded surfaces to obtain a minimum dry film thickness of 150 μm (6 mils), measured without beads.

Apply the traffic beads for the temporary epoxy traffic paint according to Subsection 632.03.04, (a) Epoxy Pavement Striping.

There will be no additional compensation for furnishing, applying, and maintaining the temporary painted striping on the new open-graded surfaces before to applying the permanent striping.

METHOD OF MEASUREMENT

636.04.01 Measurement. Temporary painted striping will be measured by the linear meter (linear foot), kilometer (mile), or square meter (square foot).

The double solid yellow line shall be considered as a single line when measured for payment. Gaps in the broken or dotted lines shall be included in the linear measurement.

BASIS OF PAYMENT

636.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Temporary Painted Striping (*)	Linear Meter (Linear Foot), Kilometer (Mile), or Square Meter (Square Foot)

*Color and type (solid or broken) as indicated in the estimate and proposal.

SECTION 637

POLLUTION CONTROL

DESCRIPTION

637.01.01 General. This work consists of temporary pollution control and erosion control measures. Said work is intended to provide prevention, control, and abatement of water and air pollution and to minimize damage to the work and to adjacent property and streams or other bodies of water.

At least 7 days before the preconstruction conference, submit for acceptance proposed plans and schedules, in duplicate, for accomplishing the prevention of erosion and pollution that may occur due to construction operations. Do not start work until these schedules and methods of operation have been approved.

This work also consists of furnishing and applying a dust palliative as a temporary erosion and dust control measure as directed. It is intended that the dust palliative be used to control erosion and dust hazards in the interim between construction of roadways and the application of permanent measures such as mulching and seeding.

Any temporary pollution control plan shown in the contract was developed under an assumption of what the sequencing of construction operations will be.

Sequencing other than as assumed above will require evaluation and potential modification of the temporary pollution control plan represented in the contract. Before any modifications to the plans are implemented, the changes proposed must be reviewed and approved. Install temporary pollution control measures at the earliest practicable time for each construction phase.

Remove, temporarily, any measure causing flooding damage outside of Department right-of-way or easements. Reinstall the measures at such time that flooding has subsided or when the installation will result in allowable limits of ponding. The Department will bear the additional cost associated with reinstallation.

As established under NRS and NAC 445A, file a Notice of Intent (NOI) with the Nevada Division of Environmental Protection (NDEP) at the address below when construction project activities disturb 2.02 hectares (5 acres) or more. The NOI must include the appropriate filing fee and a Stormwater Pollution Prevention Plan (SPPP) incorporating good housekeeping procedures and temporary erosion and sediment controls relative to the construction project. The SPPP must be approved by NDEP before construction may begin. Provide the Engineer with written notification of NDEP's approval or final action.

Nevada Division of Environmental Protection
Bureau of Water Pollution Control—Stormwater Coordinator
333 West Nye Lane
Carson City, Nevada 89706-0866
Phone (775) 687-4670, Extension 3149

637.01.02 Water Quality and Water Management. This work addresses construction-related pollution control and erosion control measures relative to water quality and water management. These measures are applicable to contract items of work whenever construction is performed within, or in the vicinity of, "Waters of the U.S." as defined by the Clean Water Act, and incorporated into Chapter 445A of the NRS and NAC. Said work is intended to provide prevention and control of pollutants and sediment transportation downstream within the project limits. Employ Best Management Practices (BMP's) as defined in the Clean Water Act.

Water Pollution Control Plan: No later than 7 days before to the preconstruction conference, submit a Water Pollution Control Plan (WPCP) to the Engineer. The WPCP shall include, but not be limited to, where applicable: cofferdam size and specific location, silt fence specific location and number, sand bag placement, dewatering pumping rates, sediment basin, sediment settling tank, manufactured water diversion structure, straw bales, absorbent, retaining structure and specific BMP's used to control the release of sediment and pollutants into "Waters of the U.S." during construction.

The Engineer will forward the WPCP to the Environmental Services Division of NDOT, Phone (775) 888-7013, for their review. If NDOT's Environmental Services Division deems the WPCP sufficient, NDOT will forward the WPCP to the Nevada Division of Environmental Protection (NDEP), Bureau of Water Quality

Planning, for their approval before commencing construction. When the WPCP is rejected by NDOT or NDEP, make corrections and resubmit with no additional contract time allowed therefore. Notification will be given in writing when the WPCP has been approved.

If a change in the NDEP approved WPCP is proposed after construction has commenced, submit the proposed change to the Engineer. The Engineer will forward the change to the Environmental Services Division for their review and if NDOT deems the change(s) acceptable, will forward the change(s) to NDEP for their approval. NDEP approval will be required before the change is initiated in the field. Be responsible for any fines levied by a regulatory agency for water quality violations.

River Diversion Plan: When an item for "River Diversion" appears in the proposal, prepare and submit a River Diversion Plan and include as part of the Water Pollution Control Plan. A conceptual river diversion plan will be shown in the plans. The conceptual river diversion plan shall be used as a guide only and shall not be interpreted as an approved plan. Be responsible for contacting NDEP to obtain the necessary information for preparing a complete River Diversion Plan meeting NDEP requirements. The process of review and approval of a proposed River Diversion Plan or proposed changes to an approved River Diversion Plan will be as outlined above for the Water Pollution Control Plan.

Approval of the River Diversion Plan will be for water pollution control only. Be responsible for engineering and adequacy of all physical river diversion elements.

Water Management: No later than 7 days before to the preconstruction conference, contact NDEP to procure the appropriate permit(s). Inform NDEP if equipment will operate in drainages or if dewatering is planned to accomplish the items of work. For procurement of the appropriate NDEP permit(s), contact:

Nevada Division of Environmental Protection
Bureau of Water Pollution Control
333 West Nye Lane
Carson City, Nevada 89706-0866
Phone (775) 687-4670, Extension 3139

Be responsible for any fees associated with permit procurement, and be responsible for executing the permit requirements. Be responsible for any fines levied by a regulatory agency for water management violations.

Submit a copy of the permits to the Engineer before beginning construction. Obtain written notification from the regulatory agency in the event permits are not required. Submit a copy of this correspondence to the Engineer before beginning construction.

MATERIALS

637.02.01 Dust Palliative.

(a) Resin Emulsion. The binder for dust palliative shall be a semiliquid petroleum resin that is miscible in water in the proportions hereinafter provided, is noncorrosive, and is effective as a dust palliative.

The resin emulsion shall be composed of from 57% to 63% of resin and the remainder water to which a suitable emulsifying agent has been added. The resin emulsion shall be readily miscible with water and when diluted with any hard water in proportions of 1 part emulsion to 10 parts water shall show no signs of breakdown or separation of the petroleum resin base. Resin emulsion which has been stored in closed containers for a period up to 3 months shall show no signs of separation. Do not use any resin emulsion which has been stored for more than 3 months until tested and approved.

(b) Other Dust Palliatives. Manufacturers of other dust palliatives are listed in the QPL.

637.02.02 Silt Fence. Silt fence consists of filter fabric, wire mesh backing and posts. Use 50 mm (2 in.) by 100 mm (4 in.) by 1.5 m (5 ft) wood posts or 1.5 m (5 ft) T-section posts conforming to Subsection 724.03.02. Set posts at 1.8 m (6 ft) maximum spacing. Use 50 mm (2 in.) by 50 mm (2 in.) by (14 gauge) wire mesh backing. Fasten filter fabric and wire mesh to posts with staples or wire rings.

Manufacturers of other approved silt fences are listed in the QPL.

637.02.03 Straw Bales. Use straw bales, weighing approximately 20 kg (45 lb) each. Use two, 50 mm (2 in.) by 50 mm (2 in.) by 1.2 m (4 ft) wood posts or two, 1.2 m (4 ft) No. 13 (#4) rebar as stakes driven 0.3 m (1 ft) minimum into ground to anchor each bale.

Provide straw bales free of noxious weeds or weed seeds. Obtain from the State Division of Agriculture a written certification that the straw is free of noxious weeds.

637.02.04 Sand Bags. Sand bags consist of burlap or nylon material bags weighing a minimum of 16 kg (35 lb) when filled with clean, washed sand complying with Subsection 705.03.05. Upon approval, local material free of refuse, organic material and rocks greater than 50 mm (2 in.) in diameter may be used as filler for sand bags.

637.02.05 Roadway Inlet Protection. Roadway inlet protection consists of filter fabric and wire mesh described in Subsection 637.02.02 and in some instances sand bags described in Subsection 637.02.04 and 50 mm (2 in.) by 300 mm (12 in.) lumber.

In lieu of filter fabric and wire mesh, use other products for protection of grated drop inlets listed in the QPL.

In lieu of filter fabric, wood and sand bags, use other products for inlet protection of grated inlets with curb openings listed in the QPL.

637.02.06 Infield Inlet Protection. Infield inlet protection consists of filter fabric and wire mesh, described in Subsection 637.02.02 and 200 mm (8 in.) by 200 mm (8 in.) by 400 mm (16 in.) masonry blocks with two, 100 mm (4 in.) by 100 mm (4 in.) openings.

CONSTRUCTION

637.03.01 General. Perform the temporary pollution control measures as necessary and as directed for the duration of the contract. The Engineer may revise and bring up to date any temporary pollution control measures or instigate any new temporary pollution control measures found necessary as the work progresses.

Perform temporary pollution control measures to prevent pollution of "Waters of the U.S.," or of air, and to minimize damage to the work and to adjacent property as directed. These temporary control measures are in addition to any other measures provided for within the contract that are to be paid for as separate bid items.

Compliance with these requirements may necessitate performance of certain items of work at different times or in a different manner than that which is considered normal construction practice. Such revisions in scheduling of work may interfere with said normal construction practices.

Unless otherwise approved, do not expose by construction operations more than 70,000 m^2 (750,000 ft^2) of total area of erodible earth material before either temporary pollution control or temporary or permanent erosion control measures are accomplished.

Where erosion damage may occur due to the nature of the material or to the season of the year, schedule operations so that pollution control features will be installed concurrently with or immediately following grading operations.

Any of the temporary pollution control work that is damaged by action of the elements will not be required to be replaced without additional payment.

Coordinate temporary pollution control work with such erosion control work as may be specified elsewhere in the contract to ensure that effective and continuous pollution control is maintained during the construction of the project.

Conduct operations in such a manner as to minimize the effects of erosion and air pollution upon areas within the limits of the project, haul roads, material sites, disposal sites and upon adjacent properties, streams, and other bodies of water.

637.03.02 Dust Palliative Application.

(a) General. Mix and apply the dust palliative. Additional applications of dust palliative may be required due to traffic wear on surfaces previously treated. Additional applications will not be measured or paid for.

(b) Resin Emulsion. Accomplish mixing of the dust palliative material by simultaneously placing the resin emulsion and water in the spreading equipment or by other acceptable mixing methods. Mix the resin emulsion with additional water at the jobsite and at the approximate rate of 4 parts of water to 1 part of resin emulsion. The exact amount of water will be determined. Apply the resulting mixture with pressure type water distribu-

tor trucks equipped with a spray system, or pressure type asphalt distributors conforming to Subsection 405.03.01. Apply the mixture at a total rate of approximately 2.0 L/m^2 ($^1/_2$ gal/yd^2) in 2 applications. The exact rate of application will be determined.

(c) Optional Dust Palliative. Mix and apply other approved dust palliative with a spray system as recommended by the manufacturer. The exact application rate will be as specified in the Special Provisions or be as recommended by the manufacturer and as approved.

637.03.03 Straw Bales. Place straw bales as shown in the plans and structure list. Butt adjacent bales tightly or offset and overlay 150 mm (6 in.). Place bales with bailing wire or twine parallel to the ground. Anchor each bale with two stakes. Place straw bale barriers at a maximum spacing of 13.7 m (45 ft), measured along the grade (parallel to flow).

Remove accumulated sediment after each storm event or when directed. Replace damaged or deteriorated materials as required.

When straw bale barriers are no longer required, dispose of the accumulated sediment and materials in accordance with Subsection 107.14. Upon approval, sediment and materials, excluding straw bales, may be disposed of in a manner similar to brush, as outlined in subparagraphs (a) and (b) of Subsection 201.03.03.

637.03.04 Roadway Inlet Protection. Install roadway inlet protection as shown in the plans and structure list. Roadway inlet protection shall prevent soil carried by runoff water from entering the inlet, but allow water without soil to pass through. For grated inlets, place wire mesh on grate and wrap wire mesh and grate with filter fabric. Wire mesh may be omitted for grates with bar spacing less than 100 mm (4 in.).

Remove accumulated sediment daily. Replace damaged filter fabric as required.

When roadway inlet protection is no longer required, dispose of the accumulated sediment and materials according to Subsection 107.14. Upon approval, sediment may be disposed of in a manner similar to brush, as outlined in subparagraphs (a) and (b) of Subsection 201.03.03.

637.03.05 Infield Inlet Protection. Install infield inlet protection as shown in the plans. Infield inlet protection shall prevent soil carried by runoff water from entering the inlet, but allow water without soil to pass through. For grated drop inlets, place wire mesh on grate and wrap wire mesh and grate with filter fabric. Wire mesh may be omitted for grates with bar spacing less than 100 mm (4 in.). Place masonry blocks around the inlet. Stretch wire mesh around the blocks and fasten securely. Wrap three sides of the masonry blocks and wire mesh with filter fabric. Fasten filter fabric to wire mesh with wire rings.

Remove accumulated sediment after each storm event or when directed. Replace damaged or deteriorated materials as required.

When infield inlet protection is no longer required, dispose of the accumulated sediment and materials according to Subsection 107.14. Upon approval, sediment may be disposed of in a manner similar to brush, as outlined in subparagraphs (a) and (b) of Subsection 201.03.03.

637.03.06 Straw Bale Barrier. Place straw bales as shown in the plans and structure list. Butt adjacent bales tightly or offset and overlay 150 mm (6 in.). Place bales with bailing wire or twine parallel to the ground. Anchor each bale with two stakes. Place straw bale barriers at a maximum spacing of 13.7 m (45 ft), measured along the grade (parallel to flow).

Remove accumulated sediment after each storm event or when directed. Replace damaged or deteriorated materials as required.

When straw bale barriers are no longer required, dispose of the accumulated sediment and materials according to Subsection 107.14. Upon approval, sediment may be disposed of in a manner similar to brush, as outlined in subparagraphs (a) and (b) of Subsection 201.03.03.

637.03.07 Straw Bale Dike. Install straw bale dike as shown in the plans and structure list. Excavate a 100 mm (4 in.) deep trench and place bales in trench, with bailing wire parallel to the ground. Anchor each bale with two stakes.

Remove accumulated sediment after each storm event or as directed. Replace damaged or deteriorated materials as required.

When straw bale dikes are no longer required, dispose of the accumulated sediment and materials according to Subsection 107.14. Upon approval, sediment may be disposed of in a manner similar to brush, as outlined in subparagraphs (a) and (b) of Subsection 201.03.03.

637.03.08 River Diversion. Install all river diversion elements as shown on the approved River Diversion Plan. Use only approved equipment and construction methods. Dewater, as necessary, to perform all work. Maintain river diversion and repair or replace damaged, faulty or inadequate equipment or diversion elements immediately.

When the river diversion is no longer required, remove the river diversion in an approved manner. Dispose of accumulated sediment and materials according to Subsection 107.14. Upon approval, sediment may be disposed of in a manner similar to brush, as outlined in subparagraphs (a) and (b) of Subsection 201.03.03.

METHOD OF MEASUREMENT

637.04.01 Measurement. Temporary pollution control will be measured by the force account basis according to Subsection 109.03. Temporary pollution control measured by the force account is established only for payment for additional or revised temporary pollution control work ordered by the Engineer. Also any additional work required by a required NDEP approved pollution control plan which cannot be covered by adjustment of quantities of existing pay items in the contract will be measured by force account.

No direct payment will be made for any cost for the preparation of pollution control plans, river diversion plans, the Notice of Intent, or for any filing fees required by NDEP.

Dust palliative will be measured by the square meter (square yard).

Silt fence will measured by the linear meter (linear foot).

Straw bales, sand bags, roadway inlet protection, and infield inlet protection will be measured by the each.

Straw bale dikes will be measured by the linear meter (linear foot).

River diversion will be measured by the lump sum.

The cost of furnishing materials and equipment and conditioning crushing, mixing and processing plants and other equipment to comply with the requirements of NRS Chapter 445, including the “Air Quality Regulations” adopted by the State Environmental commission, February 6, 1995, including watering for dust control, shall be considered as included in the contract price bid for other items of work and no further compensation will be allowed therefore.

Erosion control work required elsewhere in the specifications or on the plans will be paid for under the provisions for the applicable contract items of work therefore.

BASIS OF PAYMENT

637.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

No additional compensation will be allowed for changes, repairs or redesigns of river diversions or for additional river diversion elements required to complete the work.

Payment will be made under:

Pay Item	Pay Unit
Temporary Pollution Control	Force Account
Dust Palliative	Square Meter (Square Yard)
Silt Fence	Linear Meter (Linear Foot)
Straw Bales	Each
Sand Bags	Each
Roadway Inlet Protection	Each
Infield Inlet Protection	Each
Straw Bale Dike	Linear Meter (Linear Foot)
River Diversion	Lump Sum

SECTION 640

RETAINING WALLS

DESCRIPTION

640.01.01 General. This work consists of constructing masonry block retaining walls and mechanically stabilized earth walls.

MATERIALS

640.02.01 General. Material shall conform to the following Sections and Subsections:

Portland Cement Concrete	Section 501
Reinforcing Steel	Section 505
Portland Cement	Section 701
Grout and Mortar Aggregate	Subsection 706.03.04
Water	Section 722

Unless otherwise specified, use Class A or Class AA concrete. Class D may be substituted for Class A concrete or Class DA may be substituted for Class AA concrete.

640.02.02 Masonry Retaining Wall. Masonry block shall be slump block or split face block of the dimensions shown on the plans and conforming to ASTM C90, Type I.

Add an integral color pigment to all concrete block and mortar, except the grout used in filling cells. The color pigment shall consist of a synthetic mineral oxide specifically manufactured for coloring masonry products and mortar. Obtain the integral coloring by mixing the pigment material with the other ingredients in a sequence and by methods that will result in a uniform color.

Unless otherwise indicated on the plans, the color of the concrete blocks and mortar shall approximate Federal Standard No. 37875 as shown in Table VIII of Federal Standard No. 595B. The final color selections will be subject to approval.

The polyvinyl chloride premolded joint filler shall conform to Subsection 707.03.03 (c).

640.02.03 Mechanically Stabilized Earth (MSE) Wall. MSE processes are patented. Provide for such use by suitable legal agreement with the patentee and pay all costs connected therewith.

Use approved patentees listed in the QPL.

Design MSE walls for a minimum service life of 75 years. Time dependant corrosion rates for soil reinforcing and attachment services shall be as follows:

Zinc corrosion rate for first 2 years	15 μm (0.00060 in.)/year
Zinc corrosion rate after 2 years	4 μm (0.00016 in.)/year
Carbon steel corrosion rate	12 μm (0.00047 in.)/year

Incorporate any proposed highway surface drainage installations shown on the plans into the wall design.

The face of the walls shall be composed of precast reinforced concrete panels unless otherwise noted. Geometry of the panels is unrestricted. Maximum area of individual panels shall be 2.8 m^2 (30 ft^2), unless otherwise shown on the plans.

Submit 7 sets of plans, calculations and construction manuals for review and approval. Do not begin wall construction until submittals have been approved. Allow 30 days for Department review and approval of submittals. Allow an additional 60 days for submittal review and approval when MSE walls are located within Railroad right of way. No additional contract time will be provided for submittals returned for correction by either the Department or Railroad. No adjustment in contract completion time will be allowed due to the patentee chosen.

Plans, calculations and construction manuals shall be prepared and stamped by a registered Civil Engineer licensed in the State of Nevada. Geometry of the MSE walls shown on the plans is based on external stability requirements as determined by the Department. Be responsible for the internal design of the wall. Base design

on requirements shown on the plans. Design shall be complete and include verification of external design, internal design, design of wall panel and corrosion analysis. Top of wall elevation and alignment shall remain as shown on the plans regardless of the patentee chosen. Depth of wall embedment or length of reinforcement may be increased as required by internal design.

MSE backfill shall be free from organic and otherwise deleterious materials and conform to the following gradation limits as determined by Test Method No. Nev. T206.

Sieve Size	Percent Passing by Mass
100 mm (4 in.)	100
425 µm (No. 40)	0-60
75 µm (No. 200)	0-15

The Plasticity Index (P.I.) as determined by Test Method No. Nev. T212 shall not exceed 6.

The MSE backfill shall exhibit an angle of internal friction of not less than 34 degrees, as determined by the Standard Direct Sheet Test, AASHTO T236, on the portion finer than the 2 mm (No. 10) sieve, utilizing a sample of the material compacted to 95% of AASHTO T99, Methods C and D (with oversized correction as outlined in Note 7) at the optimum moisture content. The materials shall be substantially free of other soft, poor durability particles. The material shall have a magnesium sulfate soundness loss of less than 30% after four cycles or a sodium sulfate soundness loss of less than 15% after five cycles when tested according to AASHTO T104. The portion of the material finer than the 2 mm (No. 10) sieve shall not have an organic content of more than 1% as measured in accordance with AASHTO T267-86. Furnish a certificate of compliance and test report by an AASHTO accredited laboratory, certifying that the MSE backfill material complies with requirements of the internal friction angle and the magnesium sulfate soundness. A minimum of two samples at two different locations must have these two tests conducted. Furnish a copy of the test results.

Acceptance tests for the requirements of the MSE backfill, except internal friction angle and magnesium sulfate soundness, will be performed by the Department.

Do not use pea gravel for MSE backfill. Pea gravel is typically a byproduct of aggregate crushing and/or screening operations. It is uniformly graded, normally having a nominal size of 9.5 mm (3/8 in.).

The source of MSE backfill shall also meet the following electrochemical requirements:

Test	Requirement	Test Method
pH Value	5.0 to 10.0	Nev. T238
Resistivity	3,000 ohm·cm minimum	Nev. T235
Chlorides	100 ppm maximum	—
Sulphates	200 ppm maximum	—

* When the Resistivity is 5,000 ohm·cm or more, the Chlorides and Sulphates requirements are waived.

Acceptance tests for these requirements will be performed.

These additional source requirements are not to be used as production controls (project controls) but as MSE backfill source controls.

Furnish material for the soil reinforcing system specified by the patentee.

Soil reinforcing and attachment devices shall conform to the following:

(a) Reinforcing Strips. Hot roll reinforcing strips from bars to the required shape and dimensions. Their physical and mechanical properties shall conform to AASHTO M223, Grade 450 (65). Galvanize according to AASHTO M111.

(b) Reinforcing Mesh. Shop fabricate the reinforcing mesh of cold drawn steel wire conforming to ASTM A82 and weld into the finished mesh fabric according to ASTM A185. Apply galvanization after the mesh is fabricated and in conformance to AASHTO M111. Repair any damage done to the mesh galvanization, before its installation in an acceptable manner. Provide a galvanized coating comparable to AASHTO M111.

(c) Tie Strips. Shop fabricate the tie strips of a hot rolled steel conforming to ASTM A570, Grade 345 (50). Galvanization shall conform to AASHTO M111.

(d) Coil Embed. Fabricate 25 mm (1 in.) coil embed of cold drawn steel wire conforming to AISI C1035. Galvanize according to ASTM A164.

(e) Coil Embed Grease. Completely fill the cavity of each coil embed with no-oxide type grease or equal.

(f) Coil Bolt. The 25 mm (1 in.) diameter coil bolt shall have 50 mm (2 in.) of thread. Cast bolt of 80-55-06 ductile iron conforming to ASTM A536. Galvanize according to ASTM B633.

(g) Fasteners. Fasteners shall consist of 12.5 mm (0.5 in.) diameter, hexagonal cap screw bolts and nuts, which are galvanized and conform to AASHTO M164.

(h) Connector Pins. Fabricate connector pins and mat bars for the Reinforced Soil Embankment system from ASTM A36 structural steel and weld to the soil reinforcement mats. Galvanize according to AASHTO M111.

All joint material required by the system chosen shall conform to the material and installation requirements of the patentee.

CONSTRUCTION

640.03.01 Masonry Retaining Wall. Give not less than 10 days notification in advance of shipment of concrete blocks to the jobsite for testing before shipment.

Provide a separate storage area for concrete blocks which have been tested and accepted but are stockpiled for later delivery to the jobsite.

Construct footings according to Section 502.

Compose mortar for masonry walls of 1 part Portland cement to not more than 3 parts surface dry mortar aggregate by volume, to which hydrated lime may be added in the quantity of 25% by volume of cement. Treat hydrated lime as an addition to and not as replacing any cement. Hydrated lime shall conform to ASTM C207, Type S. Prepared mortar mix may be substituted if approved.

All grout used to fill cells shall attain a minimum compressive strength of 17 MPa (2,500 psi) in 28 days when tested according to Test Method No. Nev. T427.

Construct the masonry wall true and plumb. Lay straight uniform courses in common bond with vertical joints aligned over center of unit below as shown on the drawings. Align all vertical cells.

Mortar joints shall be 9.5 mm (0.375 in.) thick. Lay all blocks with horizontal and vertical mortar joints buttered along face edges for a depth equal to thickness of face shells, also on the webs surrounding the cells to be filled. Shove vertical joints tight. Concave tool joints smooth. Keep all wall surfaces clean and free from mortar blotches.

Place reinforcement as shown on the plans.

Solidly fill cells with grout according to the details shown on the plans.

At the conclusion of the masonry work, remove mortar daubs and smears and clean down the walls.

Take precautions when constructing the masonry walls when the temperature is below 4 °C (40 °F). Provide suitable materials to heat materials, protect the work from cold and frost, and to insure that mortar or grout will harden without freezing.

640.03.02 Mechanically Stabilized Earth Wall. Fabricate the soil reinforcing system to the dimensions and tolerances shown on the approved submittals. Carefully inspect all soil reinforcing materials to insure they are true to size and free from defects that may impair their strength and durability.

Concrete for the face panels shall have a minimum 28 day compressive strength of 28 MPa (4,000 psi). Panels may be placed in the wall when the 7 day concrete strengths exceed 85% of the 28 day requirement or when compression tests indicate strengths equal to the 28 day requirements regardless of curing age. The Department will perform all necessary sampling and testing.

Cast the panels on a flat area. Do not contact or attach the coil embedments, tie strip guides, or other galvanized devices to the panel reinforcing steel. Place the concrete in each unit without interruption and consolidate by the use of an approved vibrator, supplemented by such hand-tamping as may be necessary to force the concrete into the corners of the forms and prevent the formation of stone pockets or cleavage planes. Use clear form oil of the same manufacture throughout the casting operation.

Cure the panels. Any panel pour which does not reach specified strength within 28 days will be rejected.

The front face surface shall have an approved finish and the rear face an unformed surface finish. Roughly

screed rear face of the panel to eliminate open pockets of aggregate and surface distortions in excess of 6 mm (0.25 in.).

When a fractured fin finish is specified, the exposed face of the MSE wall panels shall have a fractured "fin" finish conforming to the details shown on the plans. Before casting the MSE wall panels, furnish sufficient test panels to assure that the proper fractured "fin" finish has been obtained. The size of test panels shall be the same dimensions intended for use in the wall installation.

Manufacture units within the following tolerances:

All dimensions within 5 mm (0.2 in.).

Angular distortion with regard to the height of the panel shall not exceed 5 mm (0.2 in.) in 1.5 m (5 ft).

Surface defects on formed surfaces measured on a length of 1.5 m (5 ft) shall not exceed 2.5 mm (0.1 in.).

Acceptance of the concrete face panels with respect to compressive strength will be determined on a lot basis. The lot will consist of all production units (batches of concrete or panels) produced within a week's or 7 day production operation. Production units will be randomly selected according to the production day sample sizes of Table A and tested for compressive strength. Compression tests will be made on standard test specimens prepared according to Test Method No. Nev T428. Compressive strength testing will be conducted according to Test Method No. ASTM C39.

TABLE A

Production Day Quantities	Sample Size
< 25 m^3 (< 35 yd^3) (< 50 panels)	1
25-50 m^3 (35-70 yd^3) (50-100 panels)	2
50-115 m^3 (70-150 yd^3) (100-150 panels)	3
> 115 m^3 (> 150 yd^3) (> 150 panels)	5

When standard test specimens are utilized, a minimum of 4 cylinders will be cast for each production unit sampled. Two of these specimens will be cured in the same manner as the panels and tested at 7 days. The remaining 2 cylinders will be cured according to Test Method No. Nev T428, Section D.1. and tested at 28 days. A test result will be the average compressive strength of 2 cylinders.

Acceptance of the lot will be made if all acceptance tests in a lot are greater than 28 MPa (4,000 psi) or provided no individual 28 day compressive strength test result falls below 25 MPa (3,600 psi) and the average 28 day compressive strength of all test results for the lot equals or exceeds the acceptance limits set forth in Table B.

The acceptance limits of Table B shall also apply to core compressive strength tests results.

TABLE B
Lot Acceptance Limits

Number of Lot Acceptance Tests	Average of All Lot Acceptance Tests Must Equal or Exceed These Limits MPa (psi)
3 - 7	28 + 0.33 R* (4,000 + 0.33 R*)
8 - 15	28 + 0.44 R* (4,000 + 0.44 R*)
> 15	28 + 0.46 R* (4,000 + 0.46 R*)

*Range: The difference between the largest and smallest acceptance test result.

Units shall be subject to rejection because of failure to meet any of the requirements specified above. Any of the following defects shall also be sufficient cause for rejection:

Cracked or severely chipped panels.

Defects that indicate imperfect molding.

Defects indicating honeycombed or open texture concrete.

Clearly mark the date of manufacture, production lot number, and piece mark on the rear face of each panel.

Handle, store, and ship all units in such a manner as to prevent chipping, cracks, fractures, and excessive bending stresses. Support panels in storage on firm blocking to protect the panel connection devices and the exposed exterior finish.

Before completion of the project, furnish written certification to the effect that all materials and manufacture

of reinforcing and the strips, fasteners, and joints fillers furnished for use on this project were in compliance with the applicable portions of these specifications.

Grade the foundation for the mechanically stabilized earth embankment as indicated on the plans. Before wall construction, compact the foundation to not less than 95% of the maximum density as determined by Test Method No. Nev. T101. The in-place density will be determined by Test Method No. Nev. T102 or T103. Remove and replace any foundation soils found to be unsuitable or incapable of sustaining the required compaction with mechanically stabilized earth backfill.

Construct footings and copings according to Section 502.

Construct concrete leveling footings at the panel foundation level. Cure the footing a minimum of 12 hours before placement of wall panels.

Construct MSE walls as described in patentees' approved construction manual and as described herein.

Place precast concrete panels in successive horizontal lifts in the sequence shown on the plans as backfill placement proceeds. As backfill material is placed behind a panel, provide any necessary suitable bracing or wedging on the exterior side of the panel to maintain the panel in a vertical position. The vertical tolerance and alignment of the wall shall not exceed 12.5 mm (0.5 in.) in 3 m (10 ft). Remove all bracing and wedging at the end of fill placement.

Mechanically stabilized earth backfill placement shall closely follow the erection of each lift of panels. At each soil reinforcement level, roughly level backfill before placing and fastening the soil reinforcement. Place soil reinforcing normal to the wall unless otherwise shown on the working drawings. Place the backfill in uniform horizontal layers not exceeding 200 mm (8 in.) in loose thickness before compaction. Moisten each layer of backfill as necessary and thoroughly compact to achieve the patentee's required percentage of maximum density or 95% of maximum density, whichever is greater, as determined by Test Method No. Nev. T101. The in-place density will be determined by Test Method No. Nev. T102 or T103. In general, perform the wall erection and backfill placement according to the requirements of the patentee.

Place backfill in such a manner as to avoid any damage or disturbance of the wall materials or misalignment of the facing panels. Remove and replace any wall materials which become damaged during backfill placement. Correct any misalignment or distortion of the wall facing panels due to placement of backfill outside the limits of this specification.

METHOD OF MEASUREMENT

640.04.01 Measurement. Masonry retaining walls will be measured by the square meter (square foot), measured along the face of the wall, on the masonry block portion placed above the top of the footing.

Concrete in footings for masonry retaining walls will be measured and paid for according to Section 502.

Reinforcement in masonry block walls and masonry block wall footings will be measured and paid for according to Section 505.

Structure excavation and granular backfill will be measured and paid for according to Sections 206 and 207.

Mechanically stabilized earth walls will be measured by the square meter (square foot), measured on the exterior face of the wall from the top of footing to the top of the coping.

Copings for mechanically stabilized earth walls will be measured by the linear meter (linear foot) along the top of the coping.

Mechanically stabilized earth backfill will be measured by the cubic meter (cubic yard).

Limits of mechanically stabilized earth wall, mechanically stabilized earth backfill, coping, structure excavation, and granular backfill shown on the plans are based on external design requirements. Actual limits will be as shown on the approved submittals and no additional compensation will be allowed for quantity increases due to patentees' internal requirements.

BASIS OF PAYMENT

640.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Masonry Retaining Wall	Square Meter (Square Foot)
Mechanically Stabilized Earth Wall	Square Meter (Square Foot)
Mechanically Stabilized Earth Backfill	Cubic Meter (Cubic Yard)
Coping	Linear Meter (Linear Foot)

SECTION 641

VEHICULAR IMPACT ATTENUATORS

DESCRIPTION

641.01.01 General. This work consists of furnishing and installing impact attenuator systems.

MATERIALS

641.02.01 General. Select approved impact attenuators from the manufacturers listed in the QPL. Use the impact attenuator selected for each design speed for the entire project and do not use a combination of types of impact attenuators.

Concrete used in the foundation slabs shall have a minimum compressive strength of 28 MPa (4,000 psi) and shall conform to Section 501.

Reinforcing bars used in the concrete base slabs shall be Grade 420 (60) conforming to Section 505.

Submit for approval the manufacturer's shop drawings, foundation details, installation recommendations, and any other pertinent information for the impact attenuator. Receive approval for the exact model of impact attenuator proposed, prior to installation.

Furnish and install the units with all parts and materials necessary for them to perform as designed.

CONSTRUCTION

641.03.01 General. Excavate any material encountered for the construction of base slabs according to Section 206.

Construct concrete and metal reinforcement items according to Sections 502 and 505.

Install impact attenuators according to the plans and the manufacturer's recommendations.

METHOD OF MEASUREMENT

641.04.01 Measurement. Impact attenuators will be measured by the each.

BASIS OF PAYMENT

641.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Any structure excavation, aggregate base, reinforcing steel, concrete, backfill, asphalt pavement, anchor bolts, miscellaneous hardware, epoxy, reflectors on the nose sections, and any other incidentals required for construction of the impact attenuators shall be considered as included in the price paid for impact attenuators and no separate payment will be made therefore.

Payment will be made under:

Pay Item	**Pay Unit**
Impact Attenuator (*)	Each

*Design speed as indicated in the estimate and proposal.

SECTION 646

WATERPROOFING, DAMPPROOFING AND CRACK SEALING

DESCRIPTION

646.01.01 General. This work consists of furnishing and applying membrane waterproofing, dampproofing, crack sealant or spray-on waterproofing materials to the surface of concrete or masonry.

Membrane waterproofing consists of a coating of primer and a firmly bonded membrane composed of 2 layers of saturated glass fabric and 3 moppings of waterproofing asphalt.

Dampproofing consists of a coating of primer and 2 moppings of waterproofing asphalt.

Crack sealing consists of an application of high molecular weight methacrylate resin.

Spray-on waterproofing consists of an application of penetrating water repellent treatment solution.

MATERIALS

646.02.01 Waterproofing and Dampproofing. Waterproofing asphalt shall conform to ASTM D449, Type I for below ground and Type III for above ground, except that the ductility for Type III shall be 5 minimum.

Primer for use with waterproofing asphalt shall conform to the specifications of ASTM D41.

Fabric shall conform to ASTM D1668 for bituminous glass fabric treated with asphalt.

646.02.02 Crack Sealant. Use a low viscosity, non-fuming, high molecular weight methacrylate resin for crack sealing. Use sealant conforming to the following requirements:

PROPERTY	REQUIREMENT	TEST METHOD
Viscosity	25 cps, maximum, (Brookfield RVT with UL adaptor, 50 RPM at 25 °C (77 °F)	ASTM D2393
Specific Gravity	0.95 to 1.10 at 25 °C (77 °F)	ASTM D2849
Flash Point	82 °C (180 °F), minimum	ASTM D3278
Vapor Pressure	1.0 mm Hg, maximum at 25 °C (77 °F)	ASTM D323
Tack-Free Time	400 minutes, maximum at 25 °C (77 °F)	See Note a:
PCC Saturated Surface-Dry Bond Strength	3.5 MPa (500 psi), minimum at 24 hours and 21 ± 1 °C (70 ± 2 °F)	See Note b:

Note a: Test Method for Determining Tack-Free Time: Apply a film of the promoted, initiated methacrylate resin to a tin panel at an application rate equal to that specified for field use. Allow the film to dry undisturbed in air at the specified temperature. The film shall be dry to the touch at the end of the specified time.

Note b: Test Method for Determining PCC Saturated Surface-Dry Bond Strength: Perform test in accordance with California Test Method 551, part V, with the following modifications:

The test specimens shall be a mixture of selected, oven dry aggregates and fly ash combined in the mass proportions listed below, to which shall be added the methacrylate resin in an amount equal to 7.5 ± 0.5% by mass of the dry materials.

Sand, Lonestar, size B11 ..... 44%
Rock, Lonestar, size B39 ..... 44%
Fly Ash 12%

Specimens shall be cured using the “Dry or Room Cure” procedure in California Test Method 551 for the specified time and at the specified temperature.

The promoter/initiator system for the methacrylate resin shall consist of a metal drier and peroxide. If supplied separately from the resin, at no time shall the metal drier be mixed with the peroxide directly. Do not store the containers in a manner that will allow leakage or spillage from one material to contact the containers or material of the other.

646.02.03 Spray-on Waterproofing. Spray-on waterproofing shall be a penetrating water repellent treatment solution consisting of a solution of 40% alkyltrialkoxy silane by mass in anhydrous alcohol solvent or water emulsion.

The penetrating water repellent treatment solution shall not stain, discolor or darken concrete. Application of the solution shall not alter the surface texture or form a coating on concrete surfaces. Treated concrete shall be surface dry within 30 minutes after application.

Concrete specimens, when tested with the penetrating water repellent treatment solution, shall meet the following test requirements:

1. ABSORPTION			
Test	**Duration**	**Maximum Absorption**	**Test Method**
Water Immersion	48 hours	1% by mass	ASTM C642
	50 days	2% by mass	ASTM C642
2. CHLORIDE ION PENETRATION			
Test	**Duration**	**Maximum Absorbed Chloride Ion**	**Test Method**
Salt Water Ponding on Non-Abraded Specimen	90 days	0.44 kg/m^3 (0.75 lb/yd^3), Depth: 12.5 to 25 mm (0.5 to 1 in.)	AASHTO T259 AASHTO T260

Penetrating water repellent treatment shall be able to penetrate the concrete surface a minimum of 4 mm (0.15 in.). Treated concrete shall retain its moisture vapor permeability.

CONSTRUCTION

646.03.01 Waterproofing and Dampproofing, General. Make concrete surfaces smooth and free of holes and projections which might puncture the membrane. The surface shall be dry and cleaned of dust and loose materials.

Do not apply primer or asphalt in wet weather, nor when the temperature is below 18 °C (65 °F), without approval in writing.

Apply primer at an approximate rate of 0.4 L/m^2 (0.09 gal/yd^2) and allow to dry before the first coat of asphalt is applied.

Apply waterproofing asphalt at a temperature between 149 °C and 177 °C (300 °F and 350 °F).

646.03.02 Membrane Waterproofing. Apply each mopping of waterproofing asphalt at a rate not less than 1.6 L/m^2 (0.35 gal/yd^2) on horizontal surfaces and not less than 2.0 L/m^2 (0.44 gal/yd^2) on vertical surfaces.

Apply membrane waterproofing across all expansion joints.

Do not apply membrane waterproofing until prepared to follow its application with the placement of the backfill within a sufficiently short time so that the waterproofing will not be damaged as a result of exposure to weathering. Remove and replace any waterproofing membrane which loses its bond with the concrete with new membrane waterproofing.

Begin at the lowest point of the surface and mop on waterproofing asphalt slightly wider than half the width of the fabric. Immediately roll a strip of fabric of half the width of the roll onto the hot asphalt and carefully

press into place so as to eliminate all air bubbles and obtain close conformity with the surface. Lay fabric so that drainage is over, and not against or along the laps. Mop asphalt on this first strip and an adjacent section of the surface of a width equal to slightly more than half the width of the fabric being used. Then roll a full width of the fabric into this asphalt, completely covering the first strip, and press into place as before. Mop this second strip and an adjacent section of the concrete surface with hot asphalt and shingle on the third strip of fabric so as to lap the first strip by not less than 50 mm (2 in.). Continue this process of lapping each strip of fabric at least 50 mm (2 in.) over the strip placed before the last strip until the entire surface is covered with 2 layers of fabric. Lap the ends at least 300 mm (12 in.).

Mop the entire surface with hot asphalt after all fabric is placed. Regulate the work so that at the close of the day's work all fabric in place is mopped. Take special care at all laps to see that they are thoroughly sealed down.

646.03.03 Dampproofing. Apply each mopping of waterproofing asphalt at the rate of approximately 1.6 L/m^2 (0.35 gal/yd^2). The total thickness of the 2 coats shall be approximately 2 mm (0.08 in.).

After the first mopping of asphalt has set sufficiently, mop on the second coating. Take special care to ensure that there are no skips in the coatings and that all surfaces are thoroughly covered.

646.03.04 Crack Sealing. Prior to starting work, submit certified test data showing the low viscosity, non-fuming, high molecular weight methacrylate resin meets all requirements specified herein for each shipment of methacrylate resin. In addition, submit material safety data sheets for the methacrylate resin and promoter/initiator (catalyst system) systems.

Be advised that methacrylate resin meeting the requirements specified in Subsection 646.02.02 are determined under laboratory conditions and may not perform as required during placement in the field without modification to both methacrylate resin and promoter/initiator systems.

Arrange to have a skilled technical representative from the manufacturer on-site to provide advice on mixing proportions, equipment, storage, handling, application, protective clothing and safety. Have the qualified representative present prior to placement and on site until released by the Engineer.

Use catalyst system capable of providing a resin gel-time of not less than 40 minutes nor more than $1\frac{1}{2}$ hours at the temperature of application. Make adjustments to the catalyst system to compensate for the anticipated temperatures at the time of application. Tack-free conditions shall be achieved within 400 minutes after application and prior to opening to traffic. Tack-free shall be determined by an absence of oiliness to the touch on the treated surface.

Do not apply the methacrylate resin until the area to be treated has been prepared as provided in Subsection 646.03.06. Do not allow traffic or equipment on the prepared surface until after the methacrylate resin is applied and tack-free.

Do not mix the promoter and initiator directly with each other. Do not store containers of promoter and initiator together. Make provisions to insure that promoters do not come into contact with initiator in case of spillage or leakage in the storage area.

Prior to applying the resin, the concrete area to receive resin shall be dry, when tested in accordance with ASTM D4263. The concrete surface temperature shall be between 10 °C and 38 °C (50 °F and 100 °F) during application of the resin. Methods proposed to heat or cool the concrete surface shall be subject to approval.

The rate of application of the resin shall be approximately 0.41 L/m^2 (0.09 gal/yd^2). Flood bridge deck surfaces with the resin allowing penetration into the concrete and filling of all cracks. Redistribute the applied resin in cracks by squeegees or brooms. The quantity of initiated, promoted resin shall be no more than what is needed for application. A noticeable increase in viscosity prior to placement shall be cause for rejection.

Cover the treated area with dry sand applied at 1.0 kg/m^2 to 1.2 kg/m^2 (1.8 lb/yd^2 to 2.2 lb/yd^2) of area, 20 to 30 minutes after placement of the resin and prior to any gelling of resin. The sand shall be either No. 8/20 commercial quality blast sand or material conforming to the applicable quality standards in Subsection 706.03.03 and having the following gradation:

Sieve Size	Percent Passing by Mass
4.75 mm (No. 4)	100
2.36 mm (No. 8)	90-100
850 µm (No. 20)	5-10
300 µm (No. 50)	0-5

Spread sand by a mechanical spreader. The moisture content of sand shall not exceed 1/2 of the aggregate absorption. Before the resin gels, fill areas with standing liquid with sand and finish to a uniform surface.

Do not permit traffic on the treated surface until the sand cover adheres sufficiently to resist brushing by hand.

646.03.05 Spray-on Waterproofing. Before starting work, submit certified test data showing the penetrating water repellent treatment solution meets all requirements specified herein. In addition, submit material safety data sheets.

Follow the manufacturer's recommendations for equipment, storage, handling, application and protective clothing.

Do not apply penetrating water repellent treatment solution until the entire bridge deck surface to be treated has been prepared, as provided for in Subsection 646.03.06. Do not allow traffic or equipment on the prepared surface until after application and cure of the treatment solution.

Apply the penetrating water repellent treatment solution to only completely dry concrete surfaces. Concrete surfaces receiving treatment shall be at least 4 °C (40 °F) or within the temperature range recommended by the manufacturer. Do not apply the treatment during rain, blowing winds or other conditions that prevent proper application.

Apply the penetrating water repellent treatment solution using low pressure airless spray equipment with 100 kPa to 275 kPa (15 psi to 40 psi) application pressure. The application rate shall be 0.41 L/m^2 (0.09 gal/yd^2). The use of hand sprayers will be allowed provided they meet the manufacturer's requirements. If required by the manufacturer, after application of the treatment solution, wet the concrete surface to insure proper reaction.

Use the treatment solution as supplied by the manufacturer and do not dilute or alter in any way. Do not allow traffic on the treated decks until the solution has completely penetrated, been wetted (if required), and the surface is completely dry.

646.03.06 Bridge Deck Preparation.

(a) Crack Sealing. Prepare concrete surfaces to receive crack sealant by power sweeping the entire concrete surface to be treated and blowing all loose material from visible cracks using high pressure air.

Remove all traces of asphalt or petroleum products, concrete curing compounds and traffic stripes by an approved means of abrasive blasting prior to air sweeping.

Do not allow traffic on cleaned concrete surfaces.

(b) Spray-on Waterproofing. Remove all traces of curing compound, laitance, dust, dirt, salt, oil, asphalt and other foreign materials from concrete surfaces to receive spray-on waterproofing. Do not unduly damage the concrete surface, remove or alter the existing surface texture or expose the coarse aggregate of the concrete by the cleaning process.

Use shot blasting, sand blasting, high pressure water washing or steam cleaning methods to accomplish the cleaning process.

Do not produce any airborne particles by the cleaning process. Detergents not to exceed 2% by mass may be used to aid in the cleaning process.

Protect pedestrians, vehicles, private property and the adjacent traveled way from any overspray during the cleaning process.

Before preparing the concrete surface, clean a test area of 2.3 m^2 (25 ft^2) minimum using the proposed methods and equipment. The test area will be judged as to whether the methods and equipment can produce the required surface preparation. If the specified surface preparation cannot be achieved, provide new methods and/or equipment that can produce the specified surface preparation.

Do not allow traffic on cleaned concrete surfaces.

METHOD OF MEASUREMENT

646.04.01 Measurement. Membrane waterproofing or dampproofing will be measured by the square meter (square yard) of area covered.

Bridge deck preparation will be measured by the square meter (square yard) for preparing the bridge deck surface and placing the crack sealant or spray-on waterproofing.

Crack sealant will be measured by the liter (gallon) based on mixed material actually placed.

Spray-on waterproofing will be measured by the liter (gallon) based on mixed material actually placed.

BASIS OF PAYMENT

646.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay items listed below that are shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Membrane Waterproofing	Square Meter (Square Yard)
Dampproofing	Square Meter (Square Yard)
Bridge Deck Preparation	Square Meter (Square Yard)
Crack Sealant	Liter (Gallon)
Spray-on Waterproofing	Liter (Gallon)

SECTION 660

PNEUMATICALLY PLACED CONCRETE MORTAR

DESCRIPTION

660.01.01 General. This work consists of lining ditches and channels, slope paving and constructing warped sections, and other similar features with mortar pneumatically placed.

Pneumatically placed mortar consists of either dry mixed fine aggregate and Portland cement applied by a suitable mechanism, to which water is added immediately before its expulsion from the nozzle, or mortar premixed by mechanical methods and pneumatically applied through a nozzle onto the prepared foundation.

MATERIALS

660.02.01 General. Material shall conform to the following Sections and Subsection:

Portland Cement.....Section 701
Reinforcing Steel.....Section 505
Grout and Mortar Sand.....Subsection 706.03.04

The dry mixture shall consist of 1 part Portland cement to not more than 4 parts mortar aggregate, thoroughly mixed. Measurement may be either by volume or mass. Before placing the proportioned materials in the hopper of the application gun, remove all lumps 9.5 mm (3/8 in.) or larger by screening.

The premixed mortar shall contain not less than 362 kg (610 lb) of Portland cement per cubic meter (cubic yard) of mixed mortar. Pea gravel may be substituted for a maximum of 30% of the fine aggregate. Pea gravel shall conform to the following gradation limits as determined by Test Method No. Nev. T206:

Sieve Size	Percent Passing by Mass
12.5 mm (1/2 in.)	100
9.5 mm (3/8 in.)	90-100

Admixtures may be used with the premixed mortar as provided in Section 501.

Header boards consisting of 38 mm by 89 mm (Standard 2 x 4) redwood lumber in the concrete slope paving shall be commercial grade heart redwood, S4S.

Nails used in construction of header boards shall be commercial quality galvanized nails.

When required, add integral color pigment to concrete mortar for slope paving. The color pigment shall consist of a synthetic mineral oxide specifically manufactured for coloring concrete. Obtain the integral concrete coloring by mixing the pigment material with the Portland cement, aggregates and water in a sequence and by methods that will result in a uniform mixture.

The color of the finished slope paving surfaces shall conform to Federal Standard Color No. 30324 as shown in Table I of Federal Standard No. 595B. Minor deviations in color and tint will be acceptable.

CONSTRUCTION

660.03.01 Preparation of Foundation. Form the subgrade for paved ditches and slope paving by excavating to the required depth below the prepared finish surface grade.

Thoroughly compact the subgrade. Remove any soft, spongy, or other unsuitable material to such depth as directed and backfill with suitable material and thoroughly compact. Sprinkle water on the subgrade during compaction. Keep the subgrade sufficiently moist before placing concrete mortar to prevent absorption.

660.03.02 Placing. Before placing slope paving, construct sufficient test panels of at least 1.2 m by 1.8 m (4 ft by 6 ft) for approval of the texture and color. Construct the panels at the construction site and place by a method to be used in placing slope pavement.

Install header boards to conform to the grades of the slope paving, to the dimensions, spaces, and layout shown on the plans.

Hold header boards in position with stakes of suitable size and length as shown on the plans.

Maintain a constant pressure of not less than 310 kPa (45 psi) in the placing machine where the hose length is 30 m (100 ft) or less and increase the pressure at least 35 kPa (5 psi) for each additional 15 m (50 ft) of hose or fraction thereof.

Maintain a uniform pressure of water, used for hydration, at the nozzle of not less than 100 kPa (15 psi) greater than the air pressure at the machine.

Hold the nozzle at such distance and in such position that the flowing stream of material will impinge, as nearly as possible, at right angles to the surface being covered. Cut out any deposits of loose sand.

Use only experienced personnel for this work.

Do not use materials that have been mixed for more than 45 minutes, unless otherwise permitted.

Do not place mortar against frosted or frozen surfaces. Heat mortar placed in cold weather and protect during placing and curing as set forth in Section 501. Maintain mortar at a temperature of not less than 10 °C (50 °F) for 72 hours after placing and at not less than 4 °C (40 °F) for an additional 4 days.

Construct ditch lining and slope paving without expansion joints. Use suitable forms where necessary to insure a full dimension as shown on the plans at the perimeter of the lining.

Place the mesh reinforcement so as to be in the approximate center of the pneumatically placed concrete mortar. Lap all joints 150 mm (6 in.) and run continuously throughout paving or between headers.

660.03.03 Finishing. After the mortar has been placed to the required depth, check the surface with a straightedge. Bring any low spots or depressions up to proper grade by placing additional mortar in such a manner that the finished surface will be reasonably smooth and uniform.

Remove and replace loose areas of air-blown mortar.

The surface finish of the exposed slope paving shall be the equivalent of a wood float finish.

Immediately after completion, cover the surface with wet burlap or wet cotton mats and keep them wet for at least 72 hours. When approved, mortar may be cured by the use of waterproof paper or by means of a liquid membrane, all conforming to Section 702.

METHOD OF MEASUREMENT

660.04.01 Measurement. Pneumatically placed concrete mortar will be measured by the square meter (square yard) of the actual surface covered, to the required depth.

Reinforcement will be measured and paid for as specified in Section 505.

BASIS OF PAYMENT

660.05.01 Payment. The accepted quantities, measured as provided above, will be paid for at the contract price per unit of measurement for the pay item listed below that is shown in the proposal. Payment will be full compensation for the work prescribed in this Section.

Payment will be made under:

Pay Item	Pay Unit
Pneumatically Placed Concrete Mortar (depth)	Square Meter (Square Yard)

DIVISION III

MATERIALS DETAILS

SECTION 701

PORTLAND CEMENT

SCOPE

701.01.01 Materials Covered. This specification covers the types of Portland cement and the type of blended cement. Unless otherwise provided, use Type II or Type V Portland cement or Type IP blended hydraulic cement.

PHYSICAL PROPERTIES AND TESTS

701.03.01 Requirements. Type II, Type III, and Type V Portland cements shall conform to ASTM C150 except as hereinafter provided.

Type IP blended hydraulic cement shall conform to ASTM C595 except as hereinafter provided:

(a) Pozzolan shall conform to Subsection 702.03.05.

(b) Limit the pozzolan constituent to a maximum of 20% by mass of the blended cement.

Additionally, Type II, Type III, Type V, and Type IP cements shall conform to the following requirements:

The cement shall not contain more than 0.60% by mass of alkalies calculated as Na_20 plus 0.658 K_20. Additionally, Type IP cement which exceeds the allowable alkali content may be used if mortar bars made and tested according to ASTM C227, using the proposed cement and a selected highly alkali-reactive aggregate, show no more than 0.05% expansion at 6 months.

SECTION 702

CONCRETE CURING MATERIALS AND ADMIXTURES

SCOPE

702.01.01 Materials Covered. This specification covers concrete curing materials, air entraining admixtures and other chemical admixtures, and pozzolans.

PHYSICAL PROPERTIES AND TESTS

702.03.01 Curing Materials. Curing materials shall conform to the requirements of the following tests:

(a) Burlap Cloth made from Jute or Kenaf.....AASHTO M182
(b) Waterproof Paper for Curing Concrete.....ASTM C171
(c) Liquid Membrane-Forming Compounds for Curing Concrete.....ASTM C309, Type 1D
(d) White Pigmented Curing Compound-Wax Base.....ASTM C309, Type 2, Class A*
(e) White Polyethylene Sheeting (film) for Curing Concrete.....ASTM C171

*Except: The loss of water from the surface in the water retention test shall not exceed 0.45 kg/m^2 (1.50 oz/ft^2) in 72 hours.

Curing compounds shall be tested and certified by a reputable testing laboratory recognized by the Department.

702.03.02 Air-Entraining Admixtures. Air-entraining admixtures shall conform to ASTM C260.

702.03.03 Admixtures Other Than Air-Entraining. Admixtures shall conform to ASTM C494. The admixtures may be tested by Test Method No. CALIF. 530. The concrete so tested and containing admixtures shall not exceed the drying shrinkage as specified in Subsection 501.02.03.

702.03.04 Bridge Deck Curing Compound. Bridge deck curing compound shall be a white pigmented curing compound conforming to ASTM C309, Type 2, Class B. The resin type shall be poly-alpha-methylstyrene and the loss of water from the surface in the water retention test shall not exceed 0.15 kg/m^2 (0.50 oz/ft^2) in 24 hours nor more than 0.45 kg/m^2 (1.50 oz/ft^2) in 72 hours.

702.03.05 Pozzolans. Pozzolanic admixtures shall conform to ASTM C618, Type C, Type F, or Type N, except the loss on ignition shall not exceed 5%.

Supply pozzolan from a Department approved prequalified source. Prequalification of a source will be based upon a certified report of test results showing the pozzolan to be in full compliance with this specification.

The laboratory furnishing test data must be inspected by the Cement and Concrete Reference Laboratory (CCRL) of the National Institute of Standards and Technology, Gaithersburg, Maryland. In addition, the laboratory must authorize reports of said inspections to be sent to the Department's Materials Division for review. If said inspection reports indicate that procedures or equipment used in the testing of pozzolan are substandard, test data from that laboratory will not be accepted.

A Certificate of Compliance from the supplier shall accompany each shipment of pozzolan.

SECTION 703

BITUMINOUS MATERIALS

SCOPE

703.01.01 Materials Covered. This specification covers the quality of asphalt cement, liquid asphalt, and emulsified asphalt.

REQUIREMENTS

703.02.01 Contractor's Responsibility. Bituminous material failing the requirements of the tests hereinafter prescribed shall be subject to the provisions of Subsection 109.02.

703.02.02 Shipping Notice. When shipment of materials arrive on the project after normal working hours, give notice sufficiently in advance to allow arrangements for an inspector to be present when the material is sampled.

Provide 3 copies of the shipping notices upon making shipment and include the following information in the notice:

(a) Consignee and destination.

(b) State contract number.

(c) Delivery point.

(d) Date shipped.

(e) Car initial and number of truck transport delivery ticket number.

(f) Type and grade of material.

(g) Quantity loaded.

(h) Loading temperature.

(i) Net quantity.

(j) Signature of shipper or authorized representative.

PHYSICAL PROPERTIES AND TESTS

703.03.01 Refinery Test Report. Mail refinery test reports as soon as tests have been completed, and include the following data in the reports:

(a) Date of shipment.

(b) Car initials and number of truck transport delivery ticket number.

(c) Destination and consignee.

(d) State contract number (or State purchase order number, if applicable).

(e) Type and grade of material.

(f) Certificate of grade (certify that material conforms to these specifications, and itemize results on tests performed and date of test).

(g) Signature of refinery's authorized representative.

The Certificate of Compliance will be used as a basis for permitting immediate use of the material on the job and shall represent conditional acceptance only.

703.03.02 Asphalt Cements. Prepare asphalt cement by the distillation of crude petroleum. Provide homogenous asphalt, free from water, and non-foaming when heated to 175 °C (347 °F).

Asphalt cement shall conform to Table I, II, or III for the viscosity grade specified.

TABLE I

SPECIFICATIONS FOR ASPHALT CEMENT GRADED BY VISCOSITY AT 60 °C (140 °F)
(Grading based on original asphalt)

TEST	TEST METHOD	VISCOSITY GRADE			ALLOWABLE TOLERANCE (a)
		AC-2.5	AC-5	AC-10	
Viscosity @ 60 °C, Pa·s (140 °F, poises)	Nev. T738	20-30 (200-300)	40-60 (400-600)	80-120 (800-1200)	7%
Kinematic Viscosity @135 °C, mm^2/s (275 °F, cSt)	AASHTO T201	125 Min. (125 Min.)	175 Min. (175 Min.)	250 Min. (250 Min.)	2%
Penetration @ 25 °C (77 °F), 100 g, 5 sec	AASHTO T49	220 Min.	140 Min.	80 Min.	3%
Flash point, °C (°F)	AASHTO T48	163 Min. (325 Min.)	177 Min. (350 Min.)	219 Min. (425 Min.)	8 °C (15 °F)
Solubility, %	AASHTO T44	99.0 Min.	99.0 Min.	99.0 Min.	0.1
Ductility @ 4 °C (39.2 °F), 1 cm/min, cm	Nev. T746	50 Min.	25 Min.	15 Min.	None
Sieve	Nev. T730	Pass	Pass	Pass	None
Tests on Residue from R.T.F.O.:					
Loss on heating, %	Nev. T728	—	1.0 Max.	0.5 Max.	None
Viscosity @ 60 °C, Pa·s (140 °F, poises)	Nev. T738	100 Max. (1000 Max.)	200 Max. (2000 Max.)	400 Max. (4000 Max.)	7%

(a) When tolerances are expressed in terms of percent, the allowable deviation is calculated as the indicated percentage at the upper or lower specification limit, whichever is applicable.

TABLE II

SPECIFICATIONS FOR ASPHALT CEMENT GRADED BY VISCOSITY AT 60 °C (140 °F)
(Grading based on original asphalt)

TEST	TEST METHOD	VISCOSITY GRADE			ALLOWABLE TOLERANCE (a)
		AC-20	AC-30	AC-40	
Viscosity @ 60 °C, Pa·s (140 °F, poises)	Nev. T738	160-240 (1600-2400)	240-360 (2400-3600)	320-480 (3200-4800)	7%
Kinematic Viscosity @ 135 °C, mm^2/s (275 °F, cSt)	AASHTO T201	300 Min. (300 Min.)	350 Min. (350 Min.)	400 Min. (400 Min.)	2%
Penetration @ 25 °C (77 °F), 100 g, 5 sec	AASHTO T49	60 Min.	50 Min.	40 Min.	3%
Flash point, °C (°F)	AASHTO T48	232 Min. (450 Min.)	232 Min. (450 Min.)	232 Min. (450 Min.)	8 °C (15 °F)
Solubility, %	AASHTO T44	99.0 Min.	99.0 Min.	99.0 Min.	0.1
Ductility @ 4 °C (39.2 °F), 1 cm/min, cm	Nev. T746	5 Min.	—	—	None
Sieve	Nev. T730	Pass	Pass	Pass	None
Tests on Residue from R.T.F.O.:					
Loss on heating, %	Nev. T728	0.5 Max.	0.5 Max.	0.5 Max.	None
Viscosity @ 60 °C, Pa·s (140 °F, poises)	Nev. T738	800 Max. (8000 Max.)	1200 Max. (12000 Max.)	1600 Max. (16000 Max.)	7%

(a) When tolerances are expressed in terms of percent, the allowable deviation is calculated as the indicated percentage at the upper or lower specification limit, whichever is applicable.

Asphalt cement not conforming to Tables I and II will be assessed demerits according to the graduated increments of the following schedule. See Subsection 109.02, where demerits will be evaluated for damages sustained by reason of any noncompliance.

TEST METHOD	INCREMENT	DEMERITS (a)
AASHTO T44	0.01% below minimum	1
AASHTO T48	2.8 °C (5.0 °F) below minimum	1
AASHTO T49	0.1 mm below minimum	1
AASHTO T201 AC-2.5	2 mm^2/s (2 cSt) below minimum	1
AASHTO T201 AC-5	4 mm^2/s (4 cSt) below minimum	1
AASHTO T201 AC-10	8 mm^2/s (8 cSt) below minimum	1
AASHTO T201 AC-20	10 mm^2/s (10 cSt) below minimum	1
AASHTO T201 AC-30	14 mm^2/s (14 cSt) below minimum	1
AASHTO T201 AC-40	16 mm^2/s (16 cSt) below minimum	1
Nev. T728	0.01% above maximum	1
Nev. T730	Fail	21
Nev. T738 AC-2.5	0.4 Pa·s (4 poises) above max. or below min.	1
Nev. T738 AC-5	0.8 Pa·s (8 poises) above max. or below min.	1
Nev. T738 AC-10	1.6 Pa·s (16 poises) above max. or below min.	1
Nev. T738 AC-20	3.2 Pa·s (32 poises) above max. or below min.	1
Nev. T738 AC-30	4.8 Pa·s (48 poises) above max. or below min.	1
Nev. T738 AC-40	6.4 Pa·s (64 poises) above max. or below min.	1
Nev. T746	1 cm below minimum	1

(a) Demerits will be assessed for each increment of noncompliance.

TABLE III

SPECIFICATIONS FOR POLYMERIZED ASPHALT CEMENT GRADED BY VISCOSITY AT 60 °C (140 °F)
(Grading based on original asphalt)

TEST	TEST METHOD	VISCOSITY GRADE	ALLOWABLE TOLERANCE (a)
		AC-20 P	
Viscosity @ 60 °C, Pa·s (140 °F, poises)	Nev. T727	210 Min. (2100 Min.)	12%
Kinematic Viscosity @ 135 °C, mm^2/s (275 °F, cSt)	Nev. T729	475-3000 (475-3000)	2%
Flash point, °C (°F)	Nev. T716	232 Min. (450 Min.)	8 °C (15 °F)
Ductility @ 4 °C (39.2 °F), 5 cm/min, cm	Nev. T746	50 Min.	None
Toughness, N·m (Inch·lb)	Nev. T745	12.43 Min. (110 Min.)	None
Tenacity, N·m (Inch·lb)	Nev. T745	8.47 Min. (75 Min.)	None
Sieve	Nev. T730	Pass	None
Tests on Residue from R.T.F.O.:			
Viscosity @ 60 °C, Pa·s (140 °F, poises)	Nev. T727	300 Min. (3000 Min.)	12%
Ductility @ 4 °C (39.2 °F), 5 cm/min, cm	Nev. T746	25 Min.	None
Loss on heating, %	Nev. T728	0.5 Max.	None

(a) When tolerances are expressed in terms of percent, the allowable deviation is calculated as the indicated percentage at the upper or lower specification limit, whichever is applicable.

Polymerized Asphalt Cement not conforming to Table III will be assessed demerits according to the graduated increments of the following schedule. See Subsection 109.02, where demerits will be evaluated for damages sustained by reason of any noncompliance.

TEST METHOD	INCREMENT	DEMERITS (a)
Nev. T716	2.8 °C (5 °F) below minimum	1
Nev. T727	3.2 Pa·s (32 poises) below minimum	1
Nev. T728	0.01% above maximum	1
Nev. T729	5 mm^2/s (5 cSt) above max. or below min.	1
Nev. T730	Fail	21
Nev. T745 Toughness	0.56 N·m (5 Inch·lb) below minimum	2
Nev. T745 Tenacity	0.56 N·m (5 Inch·lb) below minimum	2
Nev. T746	1 cm below minimum	1

(a) Demerits will be assessed for each increment of noncompliance.

Blend the AC-20P at the source of supply and deliver as a complete mixture to the job site.

703.03.03 Liquid Asphalts. Liquid asphalts are produced by fluxing an asphaltic base with suitable petroleum distillates. Medium curing products are designated by the letters MC. Slow curing products are designated by the letters SC. Liquid asphalt shall conform to Table IV and V for the grade specified.

TABLE IV

MEDIUM CURING PRODUCTS

TEST	TEST METHOD	MEDIUM CURING PRODUCT				ALLOWABLE TOLERANCE (a)
		MC-70	MC-250	MC-800	MC-3000	
Flash point, °C (°F)	AASHTO T79	38 Min. (100 Min.)	66 Min. (150 Min.)	66 Min. (150 Min.)	66 Min. (150 Min.)	8 °C (15 °F)
Kinematic Viscosity @ 60 °C, mm^2/s (140 °F, cSt)	AASHTO T201	70-140 (70-140)	250-500 (250-500)	800-1600 (800-1600)	3000-6000 (3000-6000)	(b)
Water, mass %	AASHTO T55	0.2 Max.	0.2 Max.	0.2 Max.	0.2 Max.	0.1
Distillation: Distillate, % by volume of total distillate to 360 °C (680 °F):						
to 225 °C (437 °F)	AASHTO T78	20 Max.	10 Max.	—	—	1.0
to 260 °C (500 °F)	AASHTO T78	20-60	15-55	35 Max.	15 Max.	1.0
to 316 °C (600 °F)	AASHTO T78	65-90	60-87	45-80	15-75	1.0
Residue from distillation to 360 °C (680 °F):						
Volume % by difference	AASHTO T78	55 Min.	67 Min.	75 Min.	80 Min.	1.0
Tests on Residue from Distillation:						
Viscosity @ 60 °C, Pa·s (140 °F, poises)	Nev. T738	30-120 (300-1200)	30-120 (300-1200)	30-120 (300-1200)	30-120 (300-1200)	7%
Ductility @ 25 °C (77 °F), 5 cm/min, cm	AASHTO T51	100 Min.	100 Min.	100 Min.	100 Min.	30%
Solubility, %	AASHTO T44	99.0 Min.	99.0 Min.	99.0 Min.	99.0 Min.	0.1

(a) When tolerances are expressed in terms of percent, the allowable deviation is calculated as the indicated percentage at the upper or lower specification limit, whichever is applicable.
(b) Below 3,000 = 1.5%, 3,000 to 6,000 = 2.0%, above 6,000 = 8.9%.

TABLE V

SLOW CURING PRODUCTS

TEST	TEST METHOD	SLOW CURING PRODUCT				ALLOWABLE TOLERANCE (a)
		SC-70	SC-250	SC-800	SC-3000	
Flash point, °C (°F)	AASHTO T48	66 Min. (150 Min.)	79 Min. (175 Min.)	93 Min. (200 Min.)	107 Min. (225 Min.)	8 °C (15 °F)
Kinematic Viscosity @ 60 °C, mm^2/s (140 °F, cSt)	AASHTO T201	70-140 (70-140)	250-500 (250-500)	800-1600 (800-1600)	3000-6000 (3000-6000)	(b)
Water, mass %	AASHTO T55	0.5 Max.	0.5 Max.	0.5 Max.	0.5 Max.	0.1
Distillation: Total Distillate to 360 °C (680 °F):						
Volume %	AASHTO T78	10-30	4-20	2-12	5 Max.	1.0
Tests on Residue from Distillation:						
Kinematic Viscosity @ 60 °C, mm^2/s (140 °F, cSt)	AASHTO T201	400-7000 (400-7000)	800-10000 (800-10000)	2000-16000 (2000-16000)	4000-35000 (4000-35000)	(b)
Ductility @ 25 °C (77 °F), 5 cm/min, cm	AASHTO T51	100 Min.	100 Min.	100 Min.	100 Min.	30%
Solubility, %	AASHTO T44	99.0 Min.	99.0 Min.	99.0 Min.	99.0 Min.	0.1

(a) When tolerances are expressed in terms of percent, the allowable deviation is calculated as the indicated percentage at the upper or lower specification limit, whichever is applicable.
(b) Below 3,000 = 1.5%, 3,000 to 6,000 = 2.0%, above 6,000 = 8.9%.

Liquid asphalt not conforming to Tables IV and V will be assessed demerits by the graduated increments of the following schedule. See Subsection 109.02, where demerits will be evaluated for damages sustained by reason of any noncompliance.

TEST METHOD	INCREMENT	DEMERITS (a)
AASHTO T44	0.01% below minimum	1
AASHTO T48	2.8 °C (5.0 °F) below minimum	1
AASHTO T55	0.1% above maximum	1
AASHTO T78	1%, per fraction, above maximum or below minimum	1
AASHTO T79	2.8 °C (5.0 °F) below minimum	1
AASHTO T201 MC-70, SC-70	2 mm^2/s (2 cSt) above maximum or below minimum	1
AASHTO T201 MC-250, SC-250	10 mm^2/s (10 cSt) above maximum or below minimum	1
AASHTO T201 MC-800, SC-800	50 mm^2/s (50 cSt) above maximum or below minimum	1
AASHTO T201 MC-3000, SC-3000	100 mm^2/s (100 cSt) above maximum or below minimum	1
Nev. T738 MC-70	0.4 Pa·s (4 poises) above maximum or below minimum	1
Nev. T738 MC-250	0.8 Pa·s (8 poises) above maximum or below minimum	1
Nev. T738 MC-800	1.6 Pa·s (16 poises) above maximum or below minimum	1
Nev. T738 MC-3000	3.2 Pa·s (32 poises) above maximum or below minimum	1

(a) Demerits will be assessed for each increment of noncompliance.

703.03.04 Emulsified Asphalt. Emulsified asphalt shall conform to Table VI, VII, VIII and IX for the type and grade specified.

TABLE VI

CATIONIC EMULSIFIED ASPHALTS

TEST (b)	TEST METHOD	RAPID SETTING				ALLOWABLE TOLERANCE (a)
		CRS-1	CRS-1nv	CRS-2	CRS-2nv	
Tests on Emulsion:						
Saybolt Furol Viscosity @ 50 °C (122 °F), sec	Nev. T759	20-100	20-100	110-400	110-400	None
Residue, % by mass (c)	Nev. T759	60 Min.	60 Min.	65 Min.	65 Min.	1.0
Storage Stability, 24 hr, %	Nev. T759	1 Max.	1 Max.	1 Max.	1 Max.	0.5
Demulsibility, %	Nev. T759	40 Min.	40 Min.	40 Min.	40 Min.	5%
Sieve, %	Nev. T759	0.10 Max.	0.10 Max.	0.10 Max.	0.10 Max.	0.03
Particle Charge	Nev. T759	Positive	Positive	Positive	Positive	None
Oil Distillate, % by volume of emulsion	Nev. T759	3 Max.	3 Max.	3 Max.	3 Max.	None
Tests on Residue from Distillation:						
Penetration @ 25 °C (77 °F), 100 g, 5 sec	Nev. T759	100-250	60-100	100-250	60-100	7%
Solubility, %	AASHTO T44	97.5 Min.	97.5 Min.	97.5 Min.	97.5 Min.	0.1
Ductility @ 25 °C (77 °F), 5 cm/min, cm	AASHTO T51	40 Min.	40 Min.	40 Min.	40 Min.	10%

(a) When tolerances are expressed in terms of percent, the allowable deviation is calculated as the indicated percentage at the upper or lower specification limit, whichever is applicable.
(b) Tests will be performed within 30 days from the date sampled.
(c) Diluted emulsions may be tested for percent residue by this method. The dilution ratio will be used to convert the result to a percent residue for the concentrate. The specifications and demerits contained herein will apply to the converted percent residue.

TABLE VII

CATIONIC EMULSIFIED ASPHALTS

TEST (b)	TEST METHOD	MEDIUM SETTING			SLOW SETTING		ALLOWABLE TOLERANCE (a)
		CMS-2	CMS-2h	CMS-2s	CSS-1	CSS-1h	
Tests on Emulsion:							
Saybolt Furol Viscosity @ 25 °C (77 °F), sec	Nev. T759	—	—	—	20-100	20-100	None
Saybolt Furol Viscosity @ 50 °C (122 °F), sec	Nev. T759	50-450	50-450	50-450	—	—	None
Residue, % by mass (c)	Nev. T759	65 Min.	65 Min.	60 Min.	57 Min.	57 Min.	1.0
Storage Stability, 24 hr, %	Nev. T759	1 Max.	1 Max.	1 Max.	1 Max.	1 Max.	0.5
Sieve, %	Nev. T759	0.10 Max.	0.10 Max.	0.10 Max.	0.10 Max.	0.10 Max.	0.03
Cement Mixing, %	Nev. T759	—	—	—	2.0 Max.	2.0 Max.	0.2
Particle Charge	Nev. T759	Positive	Positive	Positive	Positive	Positive	None
Oil Distillate, % by volume of emulsion	Nev. T759	12 Max.	12 Max.	5.0-15.0	—	—	None
Tests on Residue from Distillation:							
Penetration @ 25 °C (77 °F), 100 g, 5 sec	Nev. T759	100-250	40-90	100-250	100-250	40-90	7%
Solubility, %	AASHTO T44	97.5 Min.	97.5 Min.	97.5 Min.	97.5 Min.	97.5 Min.	0.1
Ductility @ 25 °C (77 °F), 5 cm/min, cm	AASHTO T51	40 Min.	40 Min.	—	40 Min.	40 Min.	10%

(a) When tolerances are expressed in terms of percent, the allowable deviation is calculated as the indicated percentage at the upper or lower specification limit, whichever is applicable.
(b) Tests will be performed within 30 days from the date sampled.
(c) Diluted emulsions may be tested for percent residue by this method. The dilution ratio will be used to convert the result to a percent residue for the concentrate. The specifications and demerits contained herein will apply to the converted percent residue.

TABLE VIII

ANIONIC EMULSIFIED ASPHALTS

TEST (b)	TEST METHOD	RAPID SETTING		MEDIUM SETTING	SLOW SETTING		ALLOWABLE TOLERANCE (a)
		RS-1	RS-2	MS-2	SS-1	SS-1h	
Tests on Emulsion:							
Saybolt Furol Viscosity @ 25 °C (77 °F), sec	Nev. T759	20-100	—	100 Min.	20-100	20-100	None
Saybolt Furol Viscosity @ 50 °C (122 °F), sec	Nev. T759	—	110-400	—	—	—	None
Residue, % by mass (c)	Nev. T759	55 Min.	63 Min.	65 Min.	57 Min.	57 Min.	1.0
Storage Stability, 24 hr, %	Nev. T759	1 Max.	1 Max.	1 Max.	1 Max.	1 Max.	0.5
Demulsibility, %	Nev. T759	60 Min.	60 Min.	—	—	—	5%
Sieve, %	Nev. T759	0.10 Max.	0.10 Max.	0.10 Max.	0.10 Max.	0.10 Max.	0.03
Cement Mixing, %	Nev. T759	—	—	—	2.0 Max.	2.0 Max.	0.2
Tests on Residue from Distillation:							
Penetration @ 25 °C (77 °F), 100 g, 5 sec	Nev. T759	100-200	100-200	100-200	100-200	40-90	7%
Solubility, %	AASHTO T44	97.5 Min.	97.5 Min.	97.5 Min.	97.5 Min.	97.5 Min.	0.1
Ductility @ 25 °C (77 °F), 5 cm/min, cm	AASHTO T51	40 Min.	40 Min.	40 Min.	40 Min.	40 Min.	10%

(a) When tolerances are expressed in terms of percent, the allowable deviation is calculated as the indicated percentage at the upper or lower specification limit, whichever is applicable.
(b) Tests will be performed within 30 days from the date sampled.
(c) Diluted emulsions may be tested for percent residue by this method. The dilution ratio will be used to convert the result to a percent residue for the concentrate. The specifications and demerits contained herein will apply to the converted percent residue.

TABLE IX

LATEX MODIFIED RAPID SETTING EMULSIFIED ASPHALTS

TEST (b)	TEST METHOD	ANIONIC		CATIONIC		ALLOWABLE TOLERANCE (a)
		LMRS-2h	LMRS-2	LMCRS-2h	LMCRS-2	
Tests on Emulsion:						
Saybolt Furol Viscosity @ 50 °C (122 °F), sec	Nev. T759	110-400	110-400	110-400	110-400	None
Residue, % by mass	Nev. T756	65 Min.	65 Min.	65 Min.	65 Min.	1.0
Storage Stability, 24 hr, %	Nev. T759	1 Max.	1 Max.	1 Max.	1 Max.	0.5
Demulsibility, %	Nev. T759	60 Min.	60 Min.	40 Min.	40 Min.	5%
Sieve, %	Nev. T759	0.3 Max.	0.3 Max.	0.3 Max.	0.3 Max.	0.03
Particle Charge	Nev. T759	—	—	Positive	Positive	None
Tests on Residue:						
Penetration @ 25 °C (77 °F), 100 g, 5 sec	Nev. T759	40-90	90-200	40-90	90-200	7%
Ductility @ 25 °C (77 °F), 5 cm/min, cm	AASHTO T51	40 Min.	40 Min.	40 Min.	40 Min.	10%
Torsional Recovery, %	Nev. T757	18 Min.	18 Min.	18 Min.	18 Min.	None

(a) When tolerances are expressed in terms of percent, the allowable deviation is calculated as the indicated percentage at the upper or lower specification limit, whichever is applicable.
(b) Tests will be performed within 30 days from the date sampled.

Emulsified asphalt not conforming to Tables VI and VII will be assessed demerits by the graduated increments of the following schedule. See Subsection 109.02, where demerits will be evaluated for damages sustained by reason of any noncompliance.

TEST METHOD	INCREMENT	DEMERITS (a)
Nev. T759 Saybolt Viscosity CRS-1, CRS-1nv, CSS-1, CSS-1h	2 seconds above maximum	1
Nev. T759 Saybolt Viscosity CRS-1, CRS-1nv, CSS-1, CSS-1h	Below minimum	20
Nev. T759 Saybolt Viscosity CRS-2, CRS-2nv	2 seconds above maximum or below minimum to 80 seconds	1
Nev. T759 Saybolt Viscosity CRS-2, CRS-2nv	Below 80 seconds	21
Nev. T759 Saybolt Viscosity CMS-2, CMS-2h, CMS-2s	2 seconds above maximum or below minimum to 20 seconds	1
Nev. T759 Saybolt Viscosity CMS-2, CMS-2h, CMS-2s	Below 20 seconds	21
Nev. T759 Residue	1% below minimum	2
Nev. T759 Demulsibility	1% below minimum	2
Nev. T759 Sieve	0.1% above maximum	1
Nev. T759 Cement Mixing	0.5% above maximum	1
Nev. T759 Particle Charge	Negative charge	21
Nev. T759 Oil Distillate	0.25% above max. or below min.	2
Nev. T759 Penetration	0.1 mm above max. or below min.	1
AASHTO T44 Solubility	0.01% below minimum	1

(a) Demerits will be assessed for each increment of noncompliance.

Emulsified asphalt not conforming to Table VIII will be assessed demerits by the graduated increments of the following schedule. See Subsection 109.02, where demerits will be evaluated for damages sustained by reason of any noncompliance.

TEST METHOD	INCREMENT	DEMERITS (a)
Nev. T759 Saybolt Viscosity RS-1, SS-1, SS-1h	2 seconds above maximum	1
Nev. T759 Saybolt Viscosity RS-1, SS-1, SS-1h	Below minimum	20
Nev. T759 Saybolt Viscosity RS-2	2 seconds above maximum or below minimum to 80 seconds	1
Nev. T759 Saybolt Viscosity RS-2	Below 80 seconds	21
Nev. T759 Saybolt Viscosity MS-2	2 seconds below minimum	1
Nev. T759 Residue	1% below minimum	2
Nev. T759 Demulsibility	1% below minimum	2
Nev. T759 Sieve	0.1% above maximum	1
Nev. T759 Cement Mixing	0.5% above maximum	1
Nev. T759 Penetration	0.1 mm above max. or below min.	1
AASHTO T44 Solubility	0.01% below minimum	1

(a) Demerits will be assessed for each increment of noncompliance.

Latex modified rapid setting emulsified asphalt not conforming to Table IX will be assessed demerits by the graduated increments of the following schedule. See Subsection 109.02, where demerits will be evaluated for damages sustained by reason of any noncompliance.

TEST METHOD	INCREMENT	DEMERITS (a)
Nev. T759 Saybolt Viscosity	2 seconds above maximum or below minimum to 80 seconds	1
Nev. T759 Saybolt Viscosity	Below 80 seconds	21
Nev. T756 Residue	1% below minimum	2
Nev. T759 Demulsibility	1% below minimum	2
Nev. T759 Sieve	0.1% above maximum	1
Nev. T759 Particle Charge	Negative charge	21
Nev. T759 Penetration	0.1 mm above max. or below min.	1
Nev. T757 Torsional Recovery	1% below minimum	1

(a) Demerits will be assessed for each increment of noncompliance.

SECTION 704

BASE AGGREGATES

SCOPE

704.01.01 Materials Covered. This specification covers the quality and size of mineral materials used in base courses.

REQUIREMENTS

704.02.01 General. Produce mineral aggregate from approved deposits. The use of aggregates from any source may be prohibited when:

(a) The character of the material is such, in the opinion of the Engineer, as to make improbable the furnishing of aggregates conforming to the requirements of these specifications.

(b) That character of the material is such, in the opinion of the Engineer, that undue additional costs may be accrued by the State.

The mineral aggregate shall be clean, hard, durable, free from frozen lumps, deleterious matter, and harmful adherent coatings.

704.02.02 Deficiencies. If the product of a deposit is deficient in material passing the 4.75 mm (No. 4) sieve, filler from other approved deposits may be added at the crushing and screening plants.

704.02.03 Plastic Limits. When specified, aggregates shall conform to the applicable requirements of the following table:

TABLE I

Percentage by Mass* 75 μm (No. 200) Sieve	Plasticity Index Maximum
0.1 to 3.0	15
3.1 to 4.0	12
4.1 to 5.0	9
5.1 to 8.0	6
8.1 to 11.0	4
11.1 to 15.0	3

*Test Method No. Nev. T206.

PHYSICAL PROPERTIES AND TESTS

704.03.01 Drain Backfill. This aggregate shall conform to one of the following requirements:

	Percent Passing by Mass		
Sieve Size	**Type 1**	**Type 2**	**Type 3**
50 mm (2 in.)	100	—	—
37.5 mm (1½ in.)	90-100	—	—
25 mm (1 in.)	—	100	—
19 mm (¾ in.)	50-80	90-100	—
9.5 mm (⅜ in.)	—	20-55	100
4.75 mm (No. 4)	24-40	0-10	60-90
1.18 mm (No. 16)	10-24	—	26-60
150 μm (No. 100)	0-4	0-4	0-4
75 μm (No. 200)	0-2	0-2	0-2

Project Control Tests	**Test Method**	**Requirements**
Sieve Analysis	Nev. T206	Above
Sampling Aggregate	Nev. T200	—

Source Requirement Test	**Test Method**	**Requirements**
Percentage of Wear (500 Rev.)	AASHTO T96	37% Max.

Unless otherwise specified in the contract documents, either Type 1, 2, or 3 may be used.

704.03.02 Type 1 Class A Aggregate Base. This aggregate shall conform to the following requirements:

Sieve Size	Percent Passing by Mass
37.5 mm (1½ in.)	100
25 mm (1 in.)	80-100
4.75 mm (No. 4)	30-65
1.18 mm (No. 16)	15-40
75 µm (No. 200)	2-12

Project Control Tests	Test Method	Requirements
Sieve Analysis	Nev. T206	Above
Sampling Aggregate	Nev. T200	—
Fractured Faces	Nev. T230	35% Min.
Plasticity Index	Nev. T212	Table I
Liquid Limit	Nev. T210	35 Max.

Source Requirement Tests	Test Method	Requirements
Resistance (R Value)	Nev. T115	70 Min.
Percentage of Wear (500 Rev.)	AASHTO T96	45% Max.

704.03.03 Type 1 Class B Aggregate Base. This aggregate shall conform to the following requirements:

Sieve Size	Percent Passing by Mass
37.5 mm (1½ in.)	100
25 mm (1 in.)	80-100
4.75 mm (No. 4)	30-65
1.18 mm (No. 16)	15-40
75 µm (No. 200)	2-12

Project Control Tests	Test Method	Requirements
Sieve Analysis	Nev. T206	Above
Sampling Aggregate	Nev. T200	—
Fractured Faces	Nev. T230	15% Min.
Plasticity Index	Nev. T212	Table I
Liquid Limit	Nev. T210	35 Max.

Source Requirement Tests	Test Method	Requirements
Resistance (R Value)	Nev. T115	70 Min.
Percentage of Wear (500 Rev.)	AASHTO T96	45% Max.

704.03.04 Type 2 Class A Aggregate Base. This aggregate shall conform to the following requirements:

Sieve Size	Percent Passing by Mass
25 mm (1 in.)	100
19 mm (¾ in.)	90-100
4.75 mm (No. 4)	35-65
1.18 mm (No. 16)	15-40
75 µm (No. 200)	2-10

Project Control Tests	Test Method	Requirements
Sieve Analysis	Nev. T206	Above
Sampling Aggregate	Nev. T200	—
Fractured Faces	Nev. T230	50% Min.
Plasticity Index	Nev. T212	Table I
Liquid Limit	Nev. T210	35 Max.

Source Requirement Tests	Test Method	Requirements
Resistance (R Value)	Nev. T115	78 Min.
Percentage of Wear (500 Rev.)	AASHTO T96	45% Max.

704.03.05 Type 2 Class B Aggregate Base. This aggregate shall conform to the following requirements:

Sieve Size	Percent Passing by Mass
25 mm (1 in.)	100
19 mm (¾ in.)	90-100
4.75 mm (No. 4)	35-65
1.18 mm (No. 16)	15-40
75 µm (No. 200)	2-10

Project Control Tests	Test Method	Requirements
Sieve Analysis	Nev. T206	Above
Sampling Aggregate	Nev. T200	—
Fractured Faces	Nev. T230	35% Min.
Plasticity Index	Nev. T212	Table I
Liquid Limit	Nev. T210	35 Max.

Source Requirement Tests	Test Method	Requirements
Resistance (R Value)	Nev. T115	70 Min.
Percentage of Wear (500 Rev.)	AASHTO T96	45% Max.

704.03.06 Type 3 Class A Aggregate. All requirements will be specified in the Special Provisions.

704.03.07 Type 3 Class B Aggregate. All requirements will be specified in the Special Provisions.

704.03.08 Aggregate for Portland Cement Treated Base. This aggregate shall conform to the following requirements:

Sieve Size	Percent Passing by Mass
25 mm (1 in.)	100
19 mm (3/4 in.)	90-100
4.75 mm (No. 4)	35-75
1.18 mm (No. 16)	15-45
75 µm (No. 200)	2-15

Test	Test Method	Requirements
Sieve Analysis	Nev. T206	Above
Sampling Aggregate	Nev. T200	—
Sand Equivalent	Nev. T227	20% Min.
Percentage of Wear (500 Rev.)	AASHTO T96	45% Max.

704.03.09 Shouldering Material. This aggregate shall conform to the following requirements:

Sieve Size	Percent Passing by Mass
37 mm (1 1/2 in.)	100
25 mm (1 in.)	80-100
4.75 mm (No. 4)	30-65
1.18 mm (No. 16)	15-40
75 µm (No. 200)	2-12

Project Control Tests	Test Method	Requirements
Sieve Analysis	Nev. T206	Above
Sampling Aggregate	Nev. T200	—
Plasticity Index	Nev. T212	12 Max.

SECTION 705

AGGREGATES FOR BITUMINOUS COURSES

SCOPE

705.01.01 Materials Covered. This specification covers the quality and size of local mineral materials and commercial mineral fillers used in bituminous courses.

REQUIREMENTS

705.02.01 General. Provide mineral aggregate from approved deposits. The use of aggregates from any source may be prohibited when:

(a) The character of the material is such, in the opinion of the Engineer, as to make improbable the furnishing of aggregates conforming to the requirements of these specifications.

(b) The character of the material is such, in the opinion of the Engineer, that undue additional costs may be accrued by the State.

The mineral aggregate shall be clean, hard, durable, free from frozen lumps, deleterious matter, and harmful adherent coatings. Crush and incorporate material between the sizes of the 250 mm (10 in.) in largest dimension and larger than the maximum size specified for a given product, into that specified finished product. Do not produce other products simultaneously by "bleeding off" aggregates.

When producing Type 2C plantmix aggregate, screen all natural fines passing the 9.5 mm (3/8 in.) sieve from the coarse aggregate. Such fines may be reintroduced into the mix at a rate not to exceed 10% by dry mass of the combined aggregates. Stockpile such fines separately from other sizes of aggregate. Use natural fines only when all applicable mix design criteria have been met.

705.02.02 Deficiencies. If the product of any deposit is deficient in the fraction passing the 4.75 mm (No. 4) sieve, additional filler from other approved deposits meeting the physical requirements may be added. Add the additional material to the drier in a uniform manner from a separate stockpile. If the added material is a commercial mineral filler, uniformly feed it directly to the plant. Do not construe this as a waiver of any of the requirements contained herein.

PHYSICAL PROPERTIES AND TESTS

705.03.01 Plantmix Bituminous Surface Aggregates. The aggregate shall conform to the following requirements:

SIEVE SIZE	PERCENT PASSING BY MASS		
	Type 2	Type 2C	Type 3
25 mm (1 in.)	100	100	—
19 mm (3/4 in.)	90-100	88-95	—
12.5 mm (1/2 in.)	—	70-85	100
9.5 mm (3/8 in.)	63-85	60-78	85-100
4.75 mm (No. 4)	45-63	43-60	50-75
2 mm (No. 10)	30-44	30-44	32-52
1.18 mm (No. 16)	—	—	—
425 µm (No. 40)	12-22	12-22	12-26
75 µm (No. 200)	3-8	3-8	3-8

The following requirements shall apply to all mix designs required according to Subsection 401.02.01, and shall also apply to project control:

PROJECT CONTROL AND MIX DESIGN TESTS	TEST METHOD	REQUIREMENTS
Sieve Analysis	Nev. T206	—
Sampling Aggregate	Nev. T200	—
Fractured Faces (Type 3 Plantmix Aggregate)	Nev. T230	35% Min.
Fractured Faces (Type 2 or 2C Plantmix Aggregate)	Nev. T230	80% Min. (2 Fractures Min.)
Plasticity Index (Blending with sand to eliminate plasticity will not be permitted)	Nev. T212	10 Max. (Individual Stockpiles, Before Marination)
Liquid Limit	Nev. T210	35 Max.
Absorption of Coarse Aggregate	AASHTO T85	4% Max.

SOURCE REQUIREMENT TESTS	TEST METHOD	REQUIREMENTS
Percentage of Wear (500 Rev.)	AASHTO T96	37% Max.
Soundness (Coarse Aggregate) (5 Cycles, Sodium Sulfate)	AASHTO T104	12% Max. Loss
Soundness (Fine Aggregate) (5 Cycles, Sodium Sulfate)	AASHTO T104	15% Max. Loss
Absorption of Coarse Aggregate	AASHTO T85	4% Max.
Specific Gravity (Fine Aggregate)	AASHTO T84	2.85 Max.
Specific Gravity (Coarse Aggregate)	AASHTO T85	2.85 Max.

705.03.02 Plantmix Bituminous Open-Graded Surface Aggregate. The aggregate shall conform to the following requirements:

	Percent Passing by Mass	
Sieve Size	**12.5 mm (1/2 in.) Size**	**9.5 mm (3/8 in.) Size**
12.5 mm (1/2 in.)	100	100
9.5 mm (3/8 in.)	90-100	95-100
4.75 mm (No. 4)	35-55	40-65
1.18 mm (No. 16)	5-18	12-22
75 μm (No. 200)	0-4	0-5

PROJECT CONTROL AND MIX DESIGN TESTS	TEST METHOD	REQUIREMENTS
Sieve Analysis	Nev. T206	Above
Sampling Aggregate	Nev. T200	—
Absorption of Coarse Aggregate	AASHTO T85	4% Max.
Fractured Faces	Nev. T230	90% Min. (2 Fractures Min.)
Plasticity Index (Blending with sand to eliminate plasticity will not be permitted)	Nev. T212	10 Max. (Individual Stockpiles, Before Marination)
Liquid Limit	Nev. T210	35 Max.

SOURCE REQUIREMENT TESTS	TEST METHOD	REQUIREMENTS
Percentage of Wear (500 Rev.)	AASHTO T96	37% Max.
Soundness (Coarse Aggregate) (5 Cycles, Sodium Sulfate)	AASHTO T104	12% Max. Loss
Soundness (Fine Aggregate) (5 Cycles, Sodium Sulfate)	AASHTO T104	15% Max. Loss
Absorption of Coarse Aggregate	AASHTO T85	4% Max.
Specific Gravity (Fine Aggregate)	AASHTO T84	2.85 Max.
Specific Gravity (Coarse Aggregate)	AASHTO T85	2.85 Max.

705.03.03 Commercial Mineral Filler. Commercial mineral filler shall be hydrated lime conforming to ASTM C1097.

705.03.04 Screenings. The screenings shall conform to the following requirements:

	Percent Passing by Mass		
	12.5 mm (1/2 in.) Size		9.5 mm (3/8 in.) Size
Sieve Size	Grade 1	Grade 2	
12.5 mm (1/2 in.)	100	100	—
9.5 mm (3/8 in.)	90-100	50-80	100
4.75 mm (No. 4)	15-35	0-15	20-45
2.36 mm (No. 8)	—	0-5	—
1.18 mm (No. 16)	0-4	—	0-6
75 µm (No. 200)	0-2	0-2	0-2

Project Control Tests	Test Method	Requirements
Sieve Analysis	Nev. T206	Above
Sampling Aggregate	Nev. T200	—
Fractured Faces	Nev. T230	90% Min. (2 Fractures Min.)
Cleanness Value	CALIF. 227	65% Min.
Stripping Test	Nev. T209	Satisfactory

Source Requirement Test	Test Method	Requirements
Percentage of Wear (500 Rev.)	AASHTO T96	37% Max.

705.03.05 Sand Blotter. The sand shall conform to the following requirements:

Sieve Size	Percent Passing by Mass
12.5 mm (1/2 in.)	100
4.75 mm (No. 4)	90-100
1.18 mm (No. 16)	30-75
75 µm (No. 200)	0-12

Test	Test Method	Requirements
Sieve Analysis	Nev. T206	Above
Sampling Aggregate	Nev. T200	—
Organic Impurities	AASHTO T21	—

SECTION 706

AGGREGATES FOR PORTLAND CEMENT PRODUCTS

SCOPE

706.01.01 Materials Covered. This specification covers the quality and size of aggregates used in Portland cement products.

REQUIREMENTS

706.02.01 General. The mineral aggregate shall be the product of approved deposits. Aggregates from any source having a history of alkali-silica reactivity in concrete will not be approved for use. The use of aggregates from any source may be prohibited when:

(a) The character of the material is such, in the opinion of the Engineer, as to make improbable the furnishing of aggregates conforming to the requirements of these specifications.

(b) The character of the material is such, in the opinion of the Engineer, that undue additional costs may be accrued by the State.

For mix design approval and as a project control requirement, the proposed proportions of coarse and fine aggregate, combined mathematically, shall produce a mixture within the grading limits for combined aggregates as shown in the following table (not applicable to lightweight concrete):

GRADING LIMITS OF COMBINED AGGREGATES

SIEVE SIZE	PERCENT PASSING BY MASS		
	37.5 mm (1 1/2 in.) Max.	25 mm (1 in.) Max.	19 mm (3/4 in.) Max.
50 mm (2 in.)	100	—	—
37.5 mm (1 1/2 in.)	87-100	100	—
25 mm (1 in.)	65-90	97-100	100
19 mm (3/4 in.)	48-82	70-100	80-100
9.5 mm (3/8 in.)	39-57	43-70	46-70
4.75 mm (No. 4)	30-45	32-48	34-50
2.36 mm (No. 8)	23-38	23-42	24-42
1.18 mm (No. 16)	15-33	15-34	17-34
600 µm (No. 30)	8-24	8-25	10-25
300 µm (No. 50)	4-13	4-15	5-15
150 µm (No. 100)	1-5	2-7	2-7
75 µm (No. 200)	0-3	0-3	0-3

If changing the source of supply of aggregates, submit in writing the new gradations before their intended use.

PHYSICAL PROPERTIES AND TESTS

706.03.01 Coarse Aggregate. The aggregate shall conform to the following requirements:

SIEVE SIZE	PERCENTAGE PASSING BY MASS						
	Size No. 3 50-25 mm (2-1 in.)	**Size No. 4 37.5-19 mm (1½-¾ in.)**	**Size No. 7 12.5-4.75 mm (½ in.-No. 4)**	**Size No. 57 25-4.75 mm (1 in.-No. 4)**	**Size No. 67 19-4.75 mm (¾ in.-No. 4)**	**Size No. 357 50-4.75 mm (2 in.-No. 4)**	**Size No. 467 37.5-4.75 mm (1½ in.-No. 4)**
62.5 mm (2½ in.)	100	—	—	—	—	100	—
50 mm (2 in.)	95-100	100	—	—	—	95-100	100
37.5 mm (1½ in.)	35-70	90-100	—	100	—	95-100	95-100
25 mm (1 in.)	0-15	20-55	—	95-100	100	35-70	—
19 mm (¾ in.)	—	0-15	100	—	90-100	—	35-70
12.5 mm (½ in.)	0-5	—	90-100	25-60	—	10-30	—
9.5 mm (⅜ in.)	—	0-5	40-70	—	20-55	—	10-30
4.75 mm (No. 4)	—	—	0-15*	0-10*	0-10*	0-5	0-5

*Not more than 5% shall pass 2.36 mm (No. 8) sieve.

NOTES: Split Sizes No. 357 and No. 467 each into two sizes. Furnish Size No. 357 in stockpile or bunker in Sizes No. 3 [50 mm to 25 mm (2 in. to 1 in.)] and Size No. 57 [25 mm to 4.75 mm (1 in. to No. 4)]. Furnish Size No. 467 in stockpile or bunker in Size No. 4 [37.5 mm to 19 mm (1½ in. to ¾ in.)] and Size No. 67 [19 mm to 4.75 mm (¾ in. to No. 4)]. Uniformly combine the two sizes at the mixing plant to comply with the grading requirements of Sizes No. 357 and No. 467 respectively. Thin or elongated pieces (length greater than five times maximum thickness) shall not exceed 15% by mass.

PROJECT CONTROL TEST	TEST METHOD	REQUIREMENTS
Sieve Analysis	Nev. T206	Above
Sampling Aggregate	Nev. T200	—
Material Passing 75 µm (No. 200) Sieve	Nev. T206	1% Max.
Cleanness Value	CALIF. 227	71 Min. (a)
Clay Lumps	AASHTO T112	0.3% Max.

SOURCE REQUIREMENT TEST	TEST METHOD	REQUIREMENTS
Percentage of Wear, 500 Rev.	AASHTO T96	50% Max.
Soundness, 5 cycles, Sodium Sulfate	AASHTO T104	12% Max. Loss
Potential Reactivity of Aggregates**	ASTM C289	Innocuous (b)

** This test is required only if specified in the Special Provisions.

(a) When 2 or more stockpiles are to be combined, each stockpile must have a cleanness value of at least 65 with a minimum combined cleanness value of 71 calculated by the percent of material used from each stockpile.

(b) If the material from a proposed source fails this test requirement, the material may still be used for concrete aggregate provided that it is incorporated in an approved mix design with an approved Type F or Type N Pozzolan, or with a Type IP cement.

If a pozzolan is used for this purpose, use 1 part pozzolan to 4 parts of cement by mass. The pozzolan quantity shall be considered as cement in meeting the required minimum cement content. The limitation on replacement of cement with pozzolans at a maximum of 17% in Subsection 501.02.03 is hereby waived to meet this requirement. If a Type IP cement is used for this purpose, the use of pozzolan is not required.

Submit samples of aggregates to be tested by ASTM C289 at least 30 working days before anticipated use.

706.03.02 Lightweight Aggregates. These aggregates shall conform to the following requirements:

SIEVE SIZE	PERCENTAGE PASSING BY MASS			
	Fine Natural	Fine Lightweight	25 mm (1 in.) Size Coarse	19 mm (3/4 in.) Size Coarse
25 mm (1 in.)	—	—	95-100	100
19 mm (3/4 in.)	—	—	—	90-100
12.5 mm (1/2 in.)	—	—	25-60	—
9.5 mm (3/8 in.)	100	100	—	20-60
4.75 mm (No. 4)	95-100	85-100	0-10	0-10
1.18 mm (No. 16)	45-80	40-80	—	—
300 µm (No. 50)	10-35	10-35	—	—
150 µm (No. 100)	2-12	5-25	—	—
75 µm (No. 200)	0-5	—	—	—

PROJECT CONTROL TEST	TEST METHOD	REQUIREMENTS
Sieve Analysis	Nev. T206	Above (a)
Sampling	Nev. T200	—
Clay Lumps	AASHTO T112	2% Max.

SOURCE REQUIREMENT TEST	TEST METHOD	REQUIREMENTS
Unit Weight (Loose oven dry)	Nev. T119	Fine Aggregate: 1121 kg/m^3 (70 lb/ft^3) Max. (b), Coarse Aggregate: 881 kg/m^3 (55 lb/ft^3) Max. (b), Combined Fine and Coarse: 1041 kg/m^3 (65 lb/ft^3) Max. (b)
Organic Impurities	AASHTO T21	Satisfactory (c)
Test for Staining Materials	ASTM C330	Satisfactory (d)
Mortar Making Properties	ASTM C87	95% Min. (e)

(a) Exceptions: The mass of the test sample for the fine lightweight aggregate shall be according to Table III, and the aggregate when mechanically sieved shall be sieved for only 5 minutes. The test sample for coarse aggregate shall consist of not less than 6 kg (13 lb) of the material used for the determination of unit mass.

TABLE III

MASS OF SIEVE TEST SAMPLE FOR FINE LIGHTWEIGHT AGGREGATES

NOMINAL MASS OF AGGREGATE kg/m^3 (lb/ft^3)	MASS OF TEST SAMPLE grams
400-560 (25-35)	150
560-720 (35-45)	200
720-880 (45-55)	250
880-1040 (55-65)	300
1040-1120 (65-70)	350

(b) The unit mass of successive shipments of lightweight aggregate shall not differ by more than 10% from that of the sample submitted for acceptance tests.

(c) Aggregates tested and showing color darker than the standard shall be rejected unless it can be demonstrated that the discoloration is due to small quantities of materials not harmful to the concrete.

(d) Aggregates tested and showing stain darker than "heavy stain" (stain index of 80 or darker) shall be tested by chemical procedure, and aggregates that contain 1.5 mg or more of ferric oxide (Fe_2O_3) per 200 g sample shall be rejected for use.

(e) Fine aggregate failing in the test for organic impurities (AASHTO T21) may be used provided that when tested for effect of organic impurities on strength of mortar, the relative strength at 7 and 28 days calculated according to ASTM C87 is not less than 95%.

706.03.03 Fine Aggregate. This aggregate shall conform to the following requirements:

Sieve Size	Percent Passing by Mass
9.5 mm (3/8 in.)	100
4.75 mm (No. 4)	95-100
1.18 mm (No. 16)	45-80
300 µm (No. 50)	10-35
150 µm (No. 100)	2-12
75 µm (No. 200)	0-5

PROJECT CONTROL TEST	TEST METHOD	REQUIREMENTS
Sieve Analysis	Nev. T206	Above
Sampling Aggregate	Nev. T200	—
Sand Equivalent	Nev. T227	71 Min.
Clay Lumps	AASHTO T112	1% Max.

SOURCE REQUIREMENT TEST	TEST METHOD	REQUIREMENTS
Soundness (5 cycles, Sodium Sulfate)	AASHTO T104	10% Max. Loss
Lightweight Pieces in Aggregate with less than 1.95 Sp. Gr.	Nev. T487	1% Max.
Organic Impurities	AASHTO T21	Satisfactory (a)
Mortar Making Properties	ASTM C87	95% Min. (b)
Potential Reactivity of Aggregates**	ASTM C289	Innocuous (c)

**This test is required only if specified in the Special Provisions.

(a) Aggregates tested and showing color darker than the standard shall be rejected unless they pass the "Mortar Making Properties" test (ASTM C87).

(b) This test shall only be required should samples of fine aggregate fail to pass the organic impurities test. Fine aggregate failing in the test for organic impurities (AASHTO T21) may be used provided that when tested for effect of organic impurities on strength of mortar, the relative strength at 7 and 28 days calculated according to ASTM C87 is not less than 95%.

(c) If the material from a proposed source fails this test requirement, the material may still be used for concrete aggregate provided that it is incorporated in an approved mix design with an approved Type F or Type N Pozzolan, or with a Type IP cement.

If a pozzolan is used for this purpose, use 1 part pozzolan to 4 parts of cement by mass. The pozzolan quantity shall be considered as cement in meeting the required minimum cement content. The limitation on replacement of cement with pozzolans at a maximum of 17% in Subsection 501.02.03 is hereby waived to meet this requirement. If a Type IP cement is used for this purpose, the use of pozzolan is not required.

Submit samples of aggregates to be tested by ASTM C289 at least 30 working days before anticipated use.

706.03.04 Grout and Mortar Aggregate. Aggregate for grout and mortar shall conform to either of the following requirements:

Sieve Size	Percentage Passing by Mass
9.5 mm (3/8 in.)	100
4.75 mm (No. 4)	95-100
1.18 mm (No. 16)	45-80
300 µm (No. 50)	10-35
150 µm (No. 100)	2-12
75 µm (No. 200)	0-5

or

Sieve Size	Percentage Passing by Mass*
4.75 mm (No. 4)	100
2.36 mm (No. 8)	95-100
1.18 mm (No. 16)	70-100
600 µm (No. 30)	40-75
300 µm (No. 50)	20-50
150 µm (No. 100)	10-25
75 µm (No. 200)	0-10

*When lightweight, natural, or manufactured aggregate fails the gradation limits specified above, it may be used provided the mortar can be prepared to comply with the aggregate ratio, water retention, and compressive strength requirements of the property specification of ASTM C270 for mortar for unit masonry.

Coarse aggregate for grout shall conform to either of the following requirements:

SIEVE SIZE	PERCENT PASSING BY MASS	
	Size No. 8	Size No. 89
12.5 mm (1/2 in.)	100	100
9.5 mm (3/8 in.)	85-100	90-100
4.75 mm (No. 4)	10-30	20-55
2.36 mm (No. 8)	0-10	5-30
1.18 mm (No. 16)	0-5	0-10
600 µm (No. 30)	—	0-5

PROJECT CONTROL TEST	TEST METHOD	REQUIREMENTS
Sieve Analysis	Nev. T206	Above
Sampling Aggregate	Nev. T200	—

SOURCE REQUIREMENT TEST	TEST METHOD	REQUIREMENTS
Organic Impurities	AASHTO T21	Satisfactory (a)
Soundness, Coarse Aggregate 5 Cycles, Sodium Sulfate	AASHTO T104	12% Max. Loss
Soundness, Fine Aggregate 5 Cycles, Sodium Sulfate	Nev. T470	10% Max. Loss
Mortar Making Properties	ASTM C87	95% Min. (b)

(a) Aggregates tested and showing color darker than the standard shall be rejected unless they pass the "Mortar Making Properties" test (ASTM C87).

(b) This test shall only be required should samples of sand fail to pass the "Organic Impurities" test (AASHTO T21). Sand failing in the test for organic impurities may be used provided that when tested for effect of organic impurities on mortar strength, the relative strength at 7 and 28 days calculated according to ASTM C87 is not less than 95%.

706.03.05 Stone for Riprap. This stone shall conform to the following requirements:

RIPRAP GRADATIONS, mm (in.)

Percent Passing by Mass	CLASS DESIGNATIONS 150	300	400	550	700	900
100	250 (10)	500 (20)	750 (30)	1000 (40)	1200 (48)	1500 (60)
70-85	225 (9)	450 (18)	675 (27)	900 (36)	1125 (45)	1350 (54)
35-50	150 (6)	300 (12)	450 (18)	600 (24)	750 (30)	900 (36)
5-15	50 (2)	125 (5)	175 (7)	300 (12)	450 (18)	600 (24)
0	25 (1)	50 (2)	75 (3)	150 (6)	200 (8)	300 (12)

Source Requirement Tests	Test Method	Requirements
Percentage of Wear, 500 Rev.	AASHTO T96	45% Max.
Specific Gravity	AASHTO T85	2.5 Min.

Stone for riprap shall be hard, durable, angular in shape; resistant to weathering and to water action; free from overburden, spoil, shale and organic material; and shall meet the gradation requirements specified. The largest dimension of a single riprap stone shall be no larger than 3 times the smallest dimension. Rounded stone or boulders will not be accepted. Shale and stone with shale seams are not acceptable.

Control of gradation will be by visual inspection. If directed, provide 2 samples of rock of a least 5 metric ton (5.5 ton) each, meeting the gradation specified. Provide one sample at the construction site, which may become part of the finished riprap covering. Provide the other sample at the quarry. These samples will be used as a frequent reference for judging the gradation of the riprap supplied. Resolve any difference of opinion between yourself and the Engineer by dumping and checking the gradation of 2 random truck loads of stone. Provide mechanical equipment, a sorting site, and labor needed to assist in checking the gradation.

706.03.06 Stone for Grouted Riprap. This stone shall conform to the requirements of subsection 706.03.05 except that gradation and grout penetration depth requirements shall be as specified in the Special Provisions.

706.03.07 Aggregate for Riprap Bedding. This aggregate shall conform to the following requirements:

Source Requirement Tests	Test Method	Requirements
Percentage of Wear, 500 Rev.	AASHTO T96	45% Max
Specific Gravity	AASHTO T85	2.5 Min

Material for riprap bedding shall be hard, durable, angular in shape; resistant to weathering and water action; free from overburden, spoil, shale, and organic material; and shall meet the gradation requirements specified.

Control of gradation will be by visual inspection. If directed, provide 2 samples of material of at least 5 metric ton (5.5 ton) each, meeting the gradation specified. Provide one sample at the construction site, which may become part of the finished riprap bedding layer. Provide the other sample at the quarry. These samples will be used as frequent reference for judging the gradation of the riprap bedding supplied. Resolve any difference of opinion between yourself and the Engineer by dumping and checking the gradation of 2 random truck loads of material. Provide mechanical equipment, sorting site, and labor needed to assist in checking gradation.

CLASS 150 RIPRAP BEDDING

Sieve Size	Percent Passing by Mass
25 mm (1 in.)	100
16 mm (5/8 in.)	70-85
9.5 mm (3/8 in.)	35-50
6.3 mm (1/4 in.)	5-15
4.75 mm (No. 4)	0

CLASS 300/400 RIPRAP BEDDING

Sieve Size	Percent Passing by Mass
150 mm (6 in.)	100
125 mm (5 in.)	70-85
75 mm (3 in.)	35-50
25 mm (1 in.)	5-15
12.5 mm (1/2 in.)	0

CLASS 550/700 RIPRAP BEDDING

Sieve Size	Percent Passing by Mass
250 mm (10 in.)	100
225 mm (9 in.)	70-85
150 mm (6 in.)	35-50
50 mm (2 in.)	5-15
25 mm (1 in.)	0

CLASS 900 RIPRAP BEDDING

Sieve Size	Percent Passing by Mass
500 mm (20 in.)	100
450 mm (18 in.)	70-85
300 mm (12 in.)	35-50
125 mm (5 in.)	5-15
50 mm (2 in.)	0

SECTION 707

JOINT MATERIAL

SCOPE

707.01.01 Material Covered. This specification covers the quality requirements for poured filler, preformed fillers, and resilient and rubber type gaskets.

PHYSICAL PROPERTIES AND TESTS

707.03.01 Joint Fillers. Preformed fillers for joints shall conform to the requirements of ASTM D1751, Fiber Type. Punch fillers to admit the dowels where called for on the plans. Furnish the filler for each joint in a single piece for the full depth and width required for the joint unless otherwise authorized. When the use of more than one piece is authorized for a joint, fasten the abutting ends securely and hold in place by stapling or other positive satisfactory fastening.

707.03.02 Gaskets. The gaskets shall conform to AASHTO M198.

In lieu of the gaskets conforming to AASHTO M198, the following extruded cellular rubber gaskets may be used:

(a) Extruded Cellular Rubber Gaskets.

1. Gaskets shall be of tubular cross-section, manufactured from extruded closed cellular rubber, and meeting the physical requirements of ASTM D1056, Class 2C1. Each gasket shall be a single continuous part, conforming to the joint size and shape. The outer surface shall be completely covered with a smooth, impermeable natural skin of the same material.
2. Gasket cross-sectional diameters and installation practices, to include maximum and minimum joint gaps, shall be in accordance with the manufacturer's recommendations. Submit a copy of the manufacturer's installation instructions.
3. Do not use this type of gasket when the pipe is installed by jacking or boring methods.

707.03.03 Waterstops. Waterstops shall conform to the following requirements:

(a) Natural Rubber.

TEST	TEST METHOD	REQUIREMENT
Tension Testing of Vulcanized Rubber	ASTM D412	Tensile strength 24 MPa (3,500 psi) Min., elongation at breaking of 550%. Unit stress (300%) 8 MPa (1,100 psi) Min. Unit stress (500%) 20 MPa (2,800 psi) Min.
Test for Accelerated Aging of Vulcanized Rubber by the Oxygen Pressure Method	ASTM D572	After 7 days in air at 66 ± 1 °C (150 ± 2 °F) or after 48 hours in oxygen at 70 ± 1 °C (158 ± 2 °F) and 2 MPa (300 psi), the tensile strength and elongation shall not be less than 65% of the original.
Test for Indentation of Rubber by Means of a Durometer	ASTM D2240	55 to 65 (hardness)

Manufacture natural rubber waterstops from a stock composed of a high grade compound made exclusively from new plantation rubber reinforced carbon black, zinc oxide, accelerators, antioxidants, and softeners. This compound shall contain not less than 72% by volume of new plantation rubber.

(b) Synthetic Rubber.

TEST	TEST METHOD	REQUIREMENT
Tension Testing of Vulcanized Rubber	ASTM D412	Tensile strength 18 MPa (2,500 psi) Min., elongation at breaking of 420%
Test for Accelerated Aging of Vulcanized Rubber by the Oxygen Pressure Method	ASTM D572	After 7 days in air at 70 ± 1 °C (158 ± 2 °F) or after 48 hours in oxygen at 70 ± 1 °C (158 ± 2 °F) and 2 MPa (300 psi), the tensile strength and elongation shall not be less than 65% of the original
Test for Indentation of Rubber by Means of a Durometer	ASTM D2240	50 to 70 (hardness)

(c) Polyvinyl Chloride.

TEST	TEST METHOD	REQUIREMENT
Polyvinyl Chloride Waterstops	Corps of Engineers CRD-C572	Compliance of paragraph 6

707.03.04 Joint Sealer for Weakened Plane Joints in Portland Cement Concrete Pavements. Use joint sealants listed in the QPL.

Place all sealants according to the manufacturer's recommendations. Furnish 2 copies of the manufacturer's recommendations not less than 14 days in advance of beginning joint sealing operations.

707.03.05 Preformed Elastomeric Joint Seals. Preformed elastomeric joint seals shall conform to ASTM D3542. The seals shall consist of a multiple-web design, function only by compression between the faces of the joint, allow for movement of the bridge, and seal the joint against admission of moisture. The minimum nominal depth of the seal shall be at least 95% of the uncompressed width. The movement rating of each seal, as determined by ASTM D3542, shall be not less than the movement rating as shown on the plans.

SECTION 708

CONCRETE AND PLASTIC PIPE

SCOPE

708.01.01 Materials Covered. This specification covers the quality of clay pipe, nonreinforced concrete pipe, reinforced concrete pipe, and plastic pipe.

PHYSICAL PROPERTIES AND TESTS

708.03.01 Reinforced Concrete Pipe. This pipe shall conform to AASHTO M170 for the specified diameters and strength classes. Furnish elliptical pipe where specified. Unless otherwise specified, pipe wall design and use of elliptical reinforcement in circular pipe are optional.

Precast reinforced concrete end sections shall conform to the requirements of the cited specifications to the extent to which they apply.

708.03.02 Nonreinforced Concrete Pipe. This pipe shall conform to AASHTO M86 for the specified diameters and strength classes.

708.03.03 Perforated Concrete Pipe. This pipe shall conform to AASHTO M175 or to ASTM C444 for the specified diameters and strength classes.

708.03.04 Clay Pipe. This pipe shall conform to AASHTO M65 for pipe with full circular cross section, for the specified diameter and strength class. When specified, the bell shall have integral spacer lugs to provide for an annular opening and self-centering feature.

708.03.05 Plastic Pipe. Perforated and nonperforated plastic pipe shall conform to the following for the sizes and the types specified in the contract. Joints specified as watertight shall conform to ASTM D3212.

(a) Smooth Wall Polyethylene Pipe. Furnish 90 to 1,200 mm (3 to 48 in.) diameter pipe conforming to ASTM F714 and minimum cell class, ASTM D3350, 335434C.

(b) Corrugated Polyethylene Pipe. Furnish 300 to 1,200 mm (12 to 48 in.) diameter pipe conforming to AASHTO M294.

(c) Profile Wall (ribbed) Polyethylene Pipe. Furnish 250 to 3,050 mm (10 to 120 in.) diameter pipe conforming to ASTM F894 and minimum cell class, ASTM D3350, 334433C or 335434C.

(d) Corrugated Polyethylene Drainage Tubing. Furnish 75 to 250 mm (3 to 10 in.) diameter pipe conforming to AASHTO M252 and minimum cell class, ASTM D3350, 315412C.

(e) Smooth Wall Polyvinyl Chloride Pipe. Furnish 100 to 375 mm (4 to 15 in.) diameter pipe conforming to AASHTO M278 and minimum cell class, ASTM D1784, 12454C or 12364C.

(f) Profile Wall (ribbed) Polyvinyl Chloride Pipe. Furnish 100 to 1,200 mm (4 to 48 in.) diameter pipe conforming to AASHTO M304 and minimum cell class, ASTM D1784, 12454C or 12364C.

(g) Acrylonitrile-Butadiene-Styrene (ABS) Pipe. Furnish pipe conforming to AASHTO M264. When perforated pipe is specified, perforations shall conform to AASHTO M278.

SECTION 709

METAL PIPE AND DRAINS

SCOPE

709.01.01 Material Covered. This specification covers the quality of metal pipes, metal arch pipes, metal end sections, structural plate pipe, and perforated metal pipe.

PHYSICAL PROPERTIES AND TESTS

709.03.01 Corrugated Steel Pipe. These conduits and the coupling bands shall conform to AASHTO M36 for the specified sectional dimensions and galvanized coating. Furnish shop-formed elliptical pipe and shop strutted pipe where specified.

Special sections, such as elbows, tees, and wyes, for these conduits shall be of the same gage as the conduit to which they are joined, and shall conform to applicable requirements of AASHTO M36.

709.03.02 Corrugated Aluminum Pipe. This pipe shall conform to AASHTO M196.

709.03.03 Corrugated Steel Pipes for Downdrains. Downdrain flumes and pipe shall conform to AASHTO M36. All anchor assemblies, hardware, and accessories shall conform to the requirements of ASTM A153 and ASTM A123.

709.03.04 Corrugated Steel Pipe for Underdrains. This pipe shall conform to AASHTO M36, Type III for the specified diameters.

709.03.05 Corrugated Aluminum Pipe for Underdrains. This pipe shall conform to AASHTO M196 and M197.

709.03.06 Steel Structural Plate Pipe and Pipe Arches. This pipe shall conform to AASHTO M167.

709.03.07 Aluminum Structural Plate Pipe and Pipe Arches. This pipe shall conform to AASHTO M219.

SECTION 710

STRUCTURAL STEEL

SCOPE

710.01.01 Material Covered. This specification covers the quality of structural steel.

REQUIREMENTS

710.02.01 Defects. Finished rolled material shall be free from cracks, flaws, injurious seams, laps, blisters, ragged and imperfect edges, and other defects. It shall have a smooth, uniform finish and shall be straightened in the mill before shipment.

Provide material free from loose mill scale, rust pits, or other defects affecting its strength or durability.

Material will be rejected if deemed unsuitable for the purpose intended even though the material meets the requirements of the mill tolerances.

710.02.02 Charpy V-notch Test. Structural steel conforming to AASHTO M270 need not comply with the Impact Testing Requirements unless designated on the plans as main load carrying members subject to tensile stress. Structural steel requiring Impact Testing shall meet the minimum requirements of Zone 2, unless otherwise shown on the plans.

PHYSICAL PROPERTIES AND TESTS

710.03.01 Standard Steel. All steel for use in miscellaneous structures, unless otherwise noted, shall conform to AASHTO M270 Grade 250 (36).

710.03.02 High Strength Low Alloy Columbium—Vanadium Steel. This steel shall conform to AASHTO M270 Grade 345 (50), and shall be other than rimmed or capped steel.

710.03.03 High Strength Bolts. All bolts, nuts, washers, and Tension Control Bolts used in high-strength connections shall conform to Division II, Article 11.3.2 “High Strength Fasteners,” of the AASHTO Standard Specifications for Highway Bridges, except as follows:

All nuts used with AASHTO M164 or ASTM A325 type 1 bolts shall conform to the requirements of ASTM A563 Grade DH or ASTM A194 Grade 2H. All nuts used with AASHTO M164 or ASTM A325 type 3 bolts shall conform to the requirements of ASTM A563 Grade DH3.

Tension Control Bolts shall be considered Alternative Fasteners as defined in Division II, Article 11.3.2 of the AASHTO Standard Specifications for Highway Bridges, and shall meet the requirements contained therein.

The Rotational Capacity Test will be performed on all bolt, nut, and washer assemblies as outlined in Division II, Article 11.5.6.4.2 of the AASHTO Standard Specifications for Highway Bridges and shall meet the requirements therein.

710.03.04 Stainless Steel Bolts. This steel shall conform to ASTM A276.

710.03.05 Welded Seamless Steel Pipe. This steel shall conform to ASTM A53, Type S, Grade B.

710.03.06 Cold-Formed Welded and Seamless Carbon Steel Structural Tubing in Rounds and Shapes. This steel shall conform to ASTM A500, Grade B.

710.03.07 Shear Stud Connectors. Shear Stud Connectors shall conform to the AASHTO Standard Specifications for Highways and Bridges.

710.03.08 Pins and Rollers. This steel shall conform to the AASHTO Standard Specifications for Highways and Bridges, except pin nuts shall conform to Subsection 710.03.01.

710.03.09 Bolts. All bolts, nuts, and washers not intended for high-strength connections shall conform to ASTM A307.

710.03.10 Structural Steel. Unless otherwise noted on the plans, all structural steel for use in main load carrying members of bridge structures shall conform to AASHTO M270, Grade 345 (50). Bridge elements typically not considered as main load carrying members include: crossframes, diaphragms, wind bracing, stiffeners, gussett plates, bearing plates, and expansion assemblies.

710.03.11 High Strength Low Alloy Steel. This steel shall conform to AASHTO M270.

710.03.12 High-Yield-Strength, Quenched and Tempered Alloy Steel Plate, Suitable for Welding. This steel shall conform to AASHTO M270.

710.03.13 High-Yield-Strength Alloy Steel Plates, Quenched and Tempered for Pressure Vessels. This steel shall conform to ASTM A517.

SECTION 712

MISCELLANEOUS METAL

SCOPE

712.01.01 Material Covered. This specification covers the type and quality of miscellaneous metals.

PHYSICAL PROPERTIES AND TESTS

712.03.01 Steel Castings. This steel shall conform to ASTM A27, Grade 450-240 (Grade 65-35).

712.03.02 Gray Iron Castings. These castings shall conform to ASTM A48, Class 275 (Class 40).

712.03.03 Malleable Castings. These castings shall conform to ASTM A47, Grade 22010 (Grade 32510).

712.03.04 Aluminum for Bridge Rail. Aluminum bridge rail shall conform to the following requirements:

(a) Aluminum Alloy for Pipe. This pipe shall conform to ASTM B241 Alloy 6061-T6 or 6063-T6.

(b) Aluminum Alloy Tubing. This tubing shall conform to ASTM B221 Alloy 6061-T6 or 6063-T6.

(c) Cast Aluminum Alloy. This alloy shall conform to AASHTO M193.

(d) Aluminum Alloy Shims. This alloy shall conform to ASTM B209 Alloy 1100-0.

712.03.05 Bronze Castings. These castings shall conform to ASTM B22, Copper Alloy No. 863 (UNS No. C86300).

712.03.06 Welding Materials. Materials used for welding shall conform to the current American Welding Society Structural Welding Code and current AASHTO Standard Specifications for Welding of Structural Steel Highway Bridges.

712.03.07 Steel Piles. This steel (“H” Piles and Sheet Piling) shall conform to ASTM A36.

712.03.08 Steel Shell for Piles. This steel shall conform to ASTM A252, Grade 2.

SECTION 713

REINFORCEMENT

SCOPE

713.01.01 Materials Covered. This specification covers the quality of bar steel, fabricated reinforcement and welded steel wire.

PHYSICAL PROPERTIES AND TESTS

713.03.01 Bar Steel Reinforcement. This steel shall conform to the applicable following requirements:

Deformed Billet-Steel Bars for Concrete Reinforcement .....AASHTO M31, Grade 300 (40) or 420 (60)
Low Alloy Steel Deformed and Plain Bars for Concrete Reinforcement .....ASTM A706
Spiral Reinforcement.....ASTM A706

Unless specified otherwise, use reinforcement conforming to AASHTO M31 or ASTM A706. Reinforcing steel bars for longitudinal bars in columns and for welded applications shall conform to ASTM A706. Generally, reinforcement bars for minor structures, sign and signal foundations, and concrete barrier rails may conform to AASHTO M31.

Spiral or hoop reinforcement in columns and piles may be furnished deformed or plain.

Reinforcing steel bars failing to meet the minimum unit stress when calculated on the basis of AASHTO M31 or ASTM A706 may be considered acceptable if minimum specification requirements are satisfied by computing the "Section Area" method described in Test Method No. Nev. T484.

Furnish 3 copies of certified mill test results for each heat of steel supplied to the project. Additionally furnish two 750 mm (30 in.) samples of each size per heat for testing. Field samples may also be tested from "extra" bars as required in Subsection 505.02.02.

713.03.02 Fabricated Steel Bar or Rod Mats Reinforcement. This steel shall conform to ASTM A184.

713.03.03 Welded Steel Wire Fabric Reinforcement. This steel shall conform to ASTM A185.

713.03.04 Prestressing Steel. Prestressing steel shall be high-tensile wire conforming to AASHTO M204, high-tensile wire strand conforming to AASHTO M203, or uncoated high-strength steel bars conforming to AASHTO M275, Type II.

Use the same grade bars in any individual member, unless otherwise permitted.

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. Place couplers at approved locations.

Straighten wires 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 insure proper positioning in the ducts.

Where wires are to be button-headed, cold form the buttons symmetrically about the axis of the wires. The buttons shall develop the minimum guaranteed ultimate tensile strength of the wire. Do not use a cold forming process that causes indentations in the wire. Button-heads shall not contain wide open splits, more than 2 splits per head, or splits not parallel with the axis of the wire.

Sampling and testing shall conform to AASHTO M203 and AASHTO M204 and as specified below.

Furnish samples for testing from each size and each heat of prestressing bars, from each manufactured reel of prestressing steel strand, from each coil of prestressing wire, and from each lot of anchorage assemblies and bar couplers to be used. Submit with each sample of prestressing steel wires, bars, or strands furnished for testing, a certification stating the manufacturer's minimum guaranteed ultimate tensile strength of the sample furnished.

No additional compensation will be given for any work delayed awaiting approval of the materials furnished for testing.

Assign all bars of each size from each mill heat, all wire from each coil, and all strand from each manufactured reel to be shipped to the site an individual lot number and tag in such a manner that each such lot can be accurately identified at the jobsite. Likewise identify each lot of anchorage assemblies and bar couplers to be installed at the site. All unidentified prestressing steel, anchorage assemblies or bar couplers received at the site will be rejected.

Furnish, at least 15 days in advance of anticipated use, the following samples of materials and tendons which will be selected from the prestressing steel at the plant or jobsite:

(a) For wire, strand, or bars, furnish 1.5 m (5 ft) long sample of each size for each heat and pack or reel.

(b) If the prestressing tendon is to be prefabricated, furnish one completely fabricated prestressing tendon 1.5 m (5 ft) in length for each size of tendon, including anchorage assemblies. If the prestressing tendon is to be assembled at the jobsite, furnish sufficient wire or strand and end fittings to make up one complete prestressing tendon 1.5 m (5 ft) in length for each size of tendon, including anchorage assemblies.

(c) If the prestressing tendon is a bar, furnish one 1.5 m (5 ft) length complete with one end anchorage and furnish in addition, if couplers are to be used with the bar, two 1.2 m (4 ft) lengths of bar equipped with one coupler and fabricated to fit the coupler.

Before being allowed for use, the proposed prestressing system must have prior approval. Approval of new prestressing systems will be contingent on prequalification testing by the Contractor, of complete tendon assemblies as proposed for use and the submittal of written information as may be requested.

When prestressing systems have been previously tested and approved for Department's projects, complete tendon samples need not be furnished, provided there is no change whatsoever in the materials, design or details previously approved. Working drawings shall contain an identification of the project on which approval was obtained, otherwise sampling will be required.

For prefabricated tendons, give at least 10 days notice before commencing the installation of end fittings or the heading of wires. End fitting installations and wire headings will be inspected while such fabrication is in progress at the plant. The required testing will be arranged for the material to be shipped to the site.

Do not ship any prefabricated tendon to the site without first having been released by the Engineer, and tag each tendon before shipment for identification purposes at the site. All unidentified tendons received at the site will be rejected.

Consider jobsite or site as referred to herein to mean the location where the members are to be manufactured whether at the bridge site or a removed casting yard.

713.03.05 Cold-Drawn Steel Wire for Spiral Reinforcement. This steel shall conform to ASTM A82.

SECTION 714

PAINT

SCOPE

714.01.01 Materials Covered. This specification covers the quality, color, and number of applications of paint.

REQUIREMENTS

714.02.01 Certificates. Furnish written certification that all required tests have been satisfactorily completed and that the materials thereof comply with all the requirements. Supply paint samples to verify compliance when requested.

PHYSICAL PROPERTIES AND TESTS

714.03.01 Paint for Iron and Steel.

(a) General. For use on structural steel used for bridge members, see paragraph (b) below.

Choose from Steel Structures Painting Council (SSPC) Alkyd Paint System 2.00 or Phenolic Paint System 3.00 when metal rail, bridge or pedestrian rail are specified to receive paint or when painting structural steel, miscellaneous iron and steel standards. The color of paint shall be as shown on the plans or specified in the Special Provisions. Do not use lead base paint.

Submit for approval a letter indicating choice of system, accompanied by certificates attesting that the products chosen meet the applicable specifications and requirements before application of any paint.

(b) Structural Steel Used for Bridge Members. Submit for approval a letter indicating choice of the complete coating system from one of the approved coating systems listed in the QPL.

The color of the paint shall be as shown on the plans or as specified in the Special Provisions.

Paint used for touch-up in the field or shop, shall be the same as used for the initial painting.

714.03.02 Paint for Timber. Use the following paints for cattle guard wings, bridge railings, sign posts, and miscellaneous timber structures.

Purpose	Number of Coats	Color	General Type	Federal Specification
Prime	1	White	Mixed Pigment Exterior Wood Primer	TT-P-25 TT-P-25
Intermediate (first coat after primer)	1	Cream	Titanium Zinc Oxide	TT-P-102 Class B
Finish (second coat after primer)	1	White	Titanium Zinc Oxide	TT-P-102 Class B
Trim, Lettering and Indications (used when so indicated on plans)	1	Black	Titanium Zinc Oxide	TT-P-61

714.03.03 Paint for Concrete. Use the following paint for miscellaneous concrete specified to receive paint.

Purpose	Number of Coats	Color	General Type	Formula or Specification
Finish	1	White	Water Thinned	Acrylic Resin or Synthetic Latex Alkyd Emulsion

714.03.04 Paint for Aluminum. Prepare aluminum bridge railing and posts specified to receive paint by applying a chemical conversion coating conforming to MIL-C-5541. Apply the coating according to the manufacturer's specifications and recommended sequence of operations.

Any of the paint systems specified for use on iron or steel in Subsection 714.03.01 may be used for painting aluminum. Submit for approval a letter indicating choice of system as required for iron or steel.

SECTION 715

GALVANIZING

SCOPE

715.01.01 Material Covered. This specification covers the quality and thickness of galvanizing used on various material.

PHYSICAL PROPERTIES AND TESTS

715.03.01 Iron and Steel Products 3 mm (1/8 in.) Thick and Thicker. Galvanizing of products fabricated from rolled, pressed, and forged iron and steel shapes, castings, plates, bars, and strips shall conform to ASTM A123.

715.03.02 Hardware. Galvanizing of bolts, nuts, washers, and fastenings shall conform to ASTM A153.

715.03.03 Mechanical Galvanizing. In lieu of hot-dipped galvanizing as specified in these specifications, ferrous metals may be mechanically galvanized according to ASTM B695. Regardless of the method chosen, the coated product shall conform to the coating thickness, adherence, and quality requirements of AASHTO M232.

715.03.04 Repair of Damaged Galvanizing. Material and procedures for repair of damaged galvanizing shall conform to ASTM A780.

SECTION 716

SIGN MATERIALS

SCOPE

716.01.01 Materials Covered. This specification covers the kind and quality of materials used in the construction and fabrication of signs.

REQUIREMENTS

716.02.01 Certificates. Ascertain that all required tests have been made by approved testing laboratories as approved. Furnish a written certification that all required tests have been satisfactorily completed and that materials and fabrication thereof comply with all the requirements.

Receive approval of materials before use.

PHYSICAL PROPERTIES AND TESTS

716.03.01 Reflective Sheeting. Reflective or retroreflective sheeting is classified as follows:

(a) Type III. A high intensity sheeting. An encapsulated glass bead or prismatic material.

(b) Type IV. A high intensity sheeting. An unmetallized microprismatic element material.

Type III and Type IV reflective sheeting shall conform to ASTM D4956 for the equivalent classifications of Type III and Type IV. Reboundable reflective sheeting shall also conform to ASTM D4956, supplemental requirement S2.

Use Type III and Type IV sheeting listed in the QPL.

(c) Type V. A super high intensity sheeting. A metallized microprismatic element material conforming to the properties of Type V sheeting as specified in ASTM D4956.

Use Type V sheeting listed in the QPL.

(d) NDOT Type VI. A flourescent orange wide angle micro prismatic retroreflective sheeting material used for roll-up signs.

NDOT Type VI reflective sheeting shall conform to the properties of material with the following characteristics thereto:

1. The daytime color of the sheeting shall conform to the following:

Chromaticity Coordinates*								
	1		2		3		4	
Color	x	y	x	y	x	y	x	y
Orange	.555	.355	.635	.365	.581	.418	.516	.394

* The fluorescent orange roll-up sign sheeting shall have the four pairs of chromaticity coordinates determine the acceptable color when measured with standard illuminant D65 in accordance with ASTM D4956.

	Total Luminance Factor (Y%)
Fluorescent Orange	14 Minimum

2. The Minimum Coefficient of Retroreflection shall conform to the following:

MINIMUM COEFFICIENT OF RETROREFLECTION, R_A (cd/lux/m²) *			
Entrance Angle	Observation Angle		
	0.1°	0.2°	0.5°
– 4°	350	200	85
+ 30°	95	95	32
+ 45°	40	35	15

* The fluorescent orange roll-up sign sheeting shall have a minimum coefficient of retroreflection shown in the Table when tested in accordance with ASTM E810, "Standard Test Method for Coefficient of Retroreflection of Retroreflective Sheeting."

Use NDOT Type VI sheeting listed in the QPL.

(e) NDOT Type X. A high intensity fluorescent sheeting prismatic material.

NDOT Type X reflective sheeting shall conform to the properties of either Type III or Type IV sheetings as specified in ASTM D4956 with the following exceptions and additions thereto:

1. The Minimum Coefficient of Retroreflection for 0.5° observation angle and –4° entrance angle shall be 80, and for 0.2° observation angle and +30° entrance angle shall be 110 and for 0.5° observation angle and +30° entrance angle shall be 50.
2. The color of the sheeting shall conform to the following:

COLOR SPECIFICATION LIMITS (DAYTIME)*								
	1		2		3		4	
Color	x	y	x	y	x	y	x	y
Orange	.583	.416	.523	.397	.560	.360	.631	.369
Yellow/Green	.583	.416	.523	.397	.560	.360	.631	.369

* The four pairs of chromaticity coordinates determine the acceptable color in terms of the CIE 1931 Standard Colorimetric System measured with Standard Illuminant D65.

	Total Luminance Factor (Y%)		Spectral Radiance Factor (%)
	Minimum	Maximum	Maximum
Orange (New)	28	—	110
Orange (Weathered)	20	45	60
Yellow/Green (New)	28	—	110
Yellow/Green (Weathered)	20	45	60

Use NDOT Type X sheeting listed in the QPL.

716.03.02 Fiberglass Reinforced Plastic Sign Panels.

(a) General. Fiberglass Reinforced Plastic (FRP) for sign panels shall be a fiberglass reinforced thermoset polyester laminate. The panel shall be acrylic modified and U.V. stabilized for outdoor weatherability.

The panel shall not contain visible cracks, pinholes, foreign inclusions, or surface wrinkles that would affect implied performance, alter the specific dimensions of the panel, or otherwise affect its serviceability.

(b) Mechanical Properties. The mechanical properties in the following table are measured in both the line direction of the panel and at 90° to the line as noted in the appropriate ASTM test referenced:

Mechanical Property	Averaged Minimum Requirements	ASTM Test
Tensile Strength	69 MPa (10,000 psi)	D638
Tensile Modulus	8,300 MPa (1,200,000 psi)	D638
Flexural Strength	138 MPa (20,000 psi)	D790
Flexural Modulus	8,300 MPa (1,200,000 psi)	D790
Compression Strength	220 MPa (32,000 psi)	D695
Compression Modulus	9,650 MPa (1,400,000 psi)	D695
Punch Shear	90 MPa (13,000 psi)	D732

(c) Physical Properties.

1. Thickness. Panels shall be 3.375 mm (0.135 in.) thick with a tolerance of ±0.125 mm (±0.005 in.).
2. Size. Panel tolerance on nominal length and width shall be ±3 mm (±1/8 in.) for dimensions of 3.6 m (12 ft) or less when measured according to ASTM D3841.
3. Squareness. Panels shall be within 3 mm (1/8 in.) of square per 3.6 m (12 ft) of length when measured according to ASTM D3841.
4. Smoothness. Panels shall be manufactured with smooth surfaces on both faces of the panel.
5. Color. Panels shall be pigmented to a visually uniform gray color within the Munsel range of N.7.5/ to N.8.5/.
6. Coefficient of Linear Thermal Expansion. Panels shall have a maximum coefficient of linear thermal expansion of 3.24×10^{-5} m/m/°C. (1.8×10^{-5} in./in./°F) when tested according to ASTM D696.
7. Weather Resistance. Panels shall be classified as to a minimum Grade II (weather resistant) panel as specified in ASTM D3841 following a 3,000 ± 100 hour weatherometer test.
8. Fire Resistance. The panels shall contain additives designed to be less responsive to fire ignition and flame propagation. The extent of burning shall not exceed 25 mm (1 in.) when tested according to ASTM D635.
9. Flatness. Panels shall have a maximum deflection of 12.5 mm (1/2 in.) when tested according to the following:

   The test requires five 750 mm by 750 mm (30 in. by 30 in.) FRP panels. Initial warpage is measured in 4 directions: 0°, 45°, 90° and 135°. To measure warpage, the panel is freely suspended at one corner, and a straight edge is placed along the panel so that the edges of the panel touch the straight edge. Care must be exercised so as not to disturb the dimensional characteristics of the panel. A rule graduated in mm (fractional inches) is used to measure the distance from the center of the panel face to the straight edge. That distance is measured to the nearest 1 mm (1/32 in.) in all four directions.

   The panels are then freely suspended diagonally in any oven for 48 hours at 82 °C (180 °F). After 48 hours in the oven, the panels are removed and allowed to cool to room temperature freely suspended. Warpage measurements and corresponding direction are again recorded as described above.
10. Impact Resistance. The panel shall resist the impact of a 0.535 kg (1.18 lb) falling ball dropped from 18 m (60 ft) according to ASTM D3841.
11. Thermal Stability. Panel strength and impact resistance shall not be appreciably affected over a temperature range of –54 °C to 100 °C (–65 °F to 212 °F).

(d) Fabrication. Fabricate sign blanks of a single piece of FRP unless otherwise specified. Cut FRP to proper sign blank size and provide bolt holes. Make edges, including holes, true and smooth.

(e) Surface Preparation. The panel shall be stabilized to prevent the release of migrating constituents (i.e. solvent, monomers, etc.) over time and shall contain no residue agents on the surface so that neither migrating constituents nor release agents will be present in amounts that will interfere with any subsequent bonding operations.

Wipe the panel with a clean damp cloth and allow to dry completely before sheeting.

716.03.03 Aluminum Sign Panels. Sheet aluminum for sign panels shall be of 2.0 mm (0.08 in.) aluminum alloy alclad 5052-H38 or 6061-T6 conforming to ASTM B209.

Fabricate sign panel sections of standard width aluminum sheets not less than 1.2 m (4 ft) wide, except that not more than 2 sheets for any one sign may be cut to less than 450 mm (18 in.) in width, so as to provide sign widths to nearest 150 mm (6 in.) increments. Panel sections shall run from the top edge to the bottom edge of the sign without horizontal joints.

Provide aluminum free of all corrosion, white rust, and dirt. All sign dimensions, metal gage, and bolt holes shall conform to the requirements set forth on the plans and in these specifications. Perform metal degreasing on all sheet aluminum by one of the following methods:

(a) Vapor Degreasing. Completely immerse signs in a saturated vapor of trichlorethylene or perchlorethylene. Remove trademark printing with lacquer thinner or a controlled alkaline cleaning system, and rinse thoroughly with running water.

(b) Alkaline Degreasing. Completely immerse signs in a tank containing alkaline solutions controlled and titrated to the solution manufacturer's specification. Immersion time shall depend upon the amount of soil to be removed. Then thoroughly rinse signs with running water.

Whenever reflective sheeting is required on the sign, etch the aluminum by one of the following methods:

(a) Acid Etch. Well-etch the aluminum in a 6 to 8% phosphoric acid solution at 38 °C (100 °F) and rinse thoroughly with running cold water, followed with a hot water tank rinse.

(b) Alkaline Etch. Etch well the precleaned aluminum in an alkaline etching material that is controlled by titration. Time, temperature, and concentration shall be as specified by the solution manufacturer. Remove smut with an acidic, chromium compound type solution as specified by the solution manufacturer and thoroughly rinse the sign.

The surface etch shall provide a clean, matte, nonshine or nonglare finish suitable for the application of paint or sheeting and for the unpainted back or reverse side.

After the degreasing and etching process, dry the aluminum by use of a forced air drier.

Do not handle metal, except by device or clean canvas gloves between cleaning operations and the application of the sign background material. Do not allow the aluminum to come in contact with greases, oils, or other contaminants before the application of the background material.

Accomplish fabrication of all metal parts in a uniform and workman-like manner. Complete all fabrication, including cutting, before the cleaning process. Cut metal panels to size and shape and keep free of buckles, warps, dents, cockles, burrs, and other defects resulting from fabrication. The surface of all sign panels shall be a plane surface.

716.03.04 Overhead Sign Structures and Sign Frames. The materials used in the fabrication of overhead sign structures and footings shall conform to the following requirements:

(a) Sign Frames. Bars, plates, and shapes shall be structural steel conforming to ASTM A36.

(b) Sign Pipe Posts. Pipe posts shall be welded or seamless steel pipe conforming to ASTM A53, Grade B. Posts may be fabricated from structural steel conforming to ASTM A36 or of ASTM A283, Grade D.

(c) Sign Steel Walkway Gratings. Furnish and install steel walkway gratings according to details shown on the plans and the following provisions:

1. Gratings shall be the standard product of an established grating manufacturer.
2. Material for gratings shall be structural steel conforming to ASTM A36.
3. For welded type gratings, resistance weld each joint welded under pressure to provide a sound, completely beaded joint.
4. For mechanically locked gratings, the method of fabrication and interlocking of the members shall be approved. The fabricated grating shall be equal in strength to the welded type.
5. After fabrication, hot-dip galvanize gratings.
6. Accurately fabricate gratings and keep free from warps, twists, or other defects affecting their appearance or serviceability. Make ends square on all rectangular panels. The tops of the bearing bars and cross members shall be in the same plane. Straighten gratings distorted by the galvanizing process.

(d) Bolts, Nuts, and Washers. High-strength steel bolts, nuts and washers shall conform to Subsection 710.03.03. All other bolts and nuts, including anchor bolts and nuts for sign foundations, shall conform to ASTM A307, and furnish with commercial quality washers. Bolted connections shall conform to Subsection 506.03.07.

(e) Make bearing plates and gusset or stiffener plates of the sizes and dimensions shown on the plans and galvanize after fabrication. Steel shall conform to ASTM A36. Galvanizing shall conform to ASTM A123. All welding shall conform to the requirements set forth in Subsection 506.03.16.

(f) Anchor bolts, nuts, and washers shall be of structural carbon steel conforming to Section 710, and gal-

vanized according to ASTM A153, or cadmium plated according to ASTM B766 Type TS. Galvanize or cadmium plate the top portion of anchor bolts to such extent that the galvanized or cadmium plated portion will extend at least 50 mm (2 in.) into concrete. Provide anchor bolts of the size, shape, and length as shown on the plans.

(g) Galvanize or cadmium plate all bolts, nuts, clamps, and metal washers unless otherwise noted. Cadmium plating shall conform to ASTM B766, minimum thickness as prescribed for grade Type TS, and galvanizing shall conform to ASTM A153.

(h) Manufacture supporting frames according to the plans and according to the requirements herein specified. Galvanize metal parts after fabrication, according to Section 715. When permission is granted to zinc coat a surface by means other than hot-dip galvanizing, use the metalizing process to place the zinc. Perform metalizing according to AWS Specifications. The thickness of the sprayed zinc coat shall be at least 125 μm (5 mils).

(i) Fabricate truss frames to the largest practical sections before galvanizing. Submit splice locations for approval and do not commence fabrication until such splice locations are approved.

(j) Perform fabrication of the structure according to Section 506. Do not field weld any part of the structural assembly.

Give 15 day notification before the start of fabrication so inspection can be provided if necessary. Material not inspected at the fabrication shop will be subject to inspection in the field.

Before fabrication is started, submit 5 sets of shop drawings for each overhead sign structure for approval.

716.03.05 Sign Hardware and Related Materials. Make bearing, gusset, or stiffener plates of the sizes and dimensions shown on the plans and galvanize after fabrication. Steel shall conform to ASTM A36. Galvanizing shall conform to ASTM A123. Welding shall conform to Subsection 506.03.16.

Make bolts, nuts, clamps, and metal washers of structural, carbon steel conforming to Section 710 and galvanize according to ASTM A153, or cadmium plate according to ASTM B766, Type TS. Galvanize or cadmium plate the top portion of anchor bolts to such extent that the galvanized or cadmium plated portion will extend at least 50 mm (2 in.) into concrete. Provide anchor bolts of the size, shape, and length as shown on the plans.

Aluminum alloy tubular stiffeners shall be schedule 40 pipe fabricated of 6061-T6 aluminum alloy and shall conform to the specifications of ASTM B241.

Steel pipe for posts shall be welded or seamless steel pipe conforming to ASTM A53, Grade B, Standard Weight Class and shall be galvanized. Steel pipe posts shall be of the diameter and length shown on the plans. Fit the top of the posts with a cover.

Straps, bars, and braces used on single support signs shall be of aluminum alloy 6061-T6 and shall conform to ASTM B209.

Stringers for horizontal supporting structural members shall be of aluminum alloy 6061-T6 or 6062-T6 and shall conform to ASTM B308.

Cadmium plate bolts, nuts, clamps, and metal washers in contact with aluminum. Galvanize or cadmium plate all other bolts, nuts, clamps and metal washers. Cadmium plating shall conform to ASTM B766, with a minimum coating thickness as prescribed for grade Type TS and galvanizing shall conform to ASTM A153.

Construct wood posts and braces for sign supports of Douglas Fir, Western Hemlock, or any other equivalent stress rated wood material. Wood material shall be free-of-heart-center, have a minimum stress rating of 8.3 MPa (1,200 psi) for extreme fiber in bending, and shall be graded in accordance with Section 718. Sweep shall not exceed 25 mm (1 in.) in 3 m (10 ft).

Pressure treat wood posts and braces according to Section 615.

Manufacture the expansion assembly for fastening the aluminum tubing to the aluminum Z-bars of a zinc die casting alloy which contains copper, aluminum, and magnesium. Cadmium plate the anchor bolt for the expansion assembly in conformance to ASTM B766, with a minimum coating thickness as prescribed for grade Type TS.

Square sign posts and anchors shall conform to the following requirements:

(a) Material. Steel posts shall conform to ASTM A653, A569 or A570. Steel posts shall have a minimum yield of 275 MPa (40,000 psi) after fabrication for the steel thicknesses indicated in the plans. Steel posts with a minimum yield of 415 MPa (60,000 psi) after fabrication may be substituted for the sizes and thicknesses shown in the plans according to the following table:

	275 MPa (40,000 psi)	415 MPa (60,000 psi)
Post Size	**Steel Thickness**	**Steel Thickness**
62.5 mm ($2^1/_2$ in.)	3.4 mm (0.13 in.)	2.7 mm (0.11 in.)

(b) Shape. The cross section of the post shall be a square tube formed of steel carefully rolled to size and welded. The sign post anchor used with the 62.5 mm ($2^1/_2$ in.) post shall be a square tube formed of 4.8 mm ($^3/_{16}$ in.) steel carefully rolled to size and welded.

(c) Fabrication. Furnish straight members with a smooth uniform finish. Provide holes and cut off ends which are free from burrs.

(d) Finish. Posts made from material conforming to ASTM A653 shall be formed from steel which has been zinc coated according to ASTM A653, Coating Designation Z275 (G90). Posts made from material conforming to ASTM A569 or A570 shall be coated according to the applicable provisions of AASHTO M181 for Grade 2 posts, except the exterior zinc coating may be one-half of the required weight.

(e) Size. Sizes shall conform to those shown on the plans.

SECTION 718

TIMBER MATERIAL

SCOPE

718.01.01 Materials Covered. This specification covers the quality requirements for structural timber, round timber piles, lumber, guardrail posts and blocks, markers, miscellaneous items, and timber preservatives.

This specification also covers the quality of bolts, nuts, washers, drift pins, dowels, nails, spikes, and other metal fastenings used in timber structures.

REQUIREMENTS

718.02.01 Certificates of Inspection. Furnish inspection certificates with each shipment of timber. These certificates shall be issued by the inspection agency under whose rules the material was manufactured and graded.

Timber piles to be treated shall be inspected before treatment by an inspector designated by the Engineer. The inspector shall stamp each pile on the butt end with a stamp which shall make an impression that is readily legible after treatment. The stamp shall be copyrighted and a true impression filed with the Department.

PHYSICAL PROPERTIES AND TESTS

718.03.01 Species. The standard commercial and botanical names recognized by these specifications are described as follows:

Standard Commercial Name	Botanical Name
Douglas Fir (coastal)	Pseudotsuga menziesii var. menziesii
Douglas Fir (interior)	Pseudotsuga menziesii var. glauca
Western Hemlock	Tsuga heterophylla
Western Larch	Larix occidentalis
Lodgepole	Pinus contorta
Redwood	Sequoia sempervirens
Southern Pine	Pinus taeda
Ponderosa Pine	Pinus ponderosa
Jack Pine	Pinus banksiana

718.03.02 Grades. Structural timber and lumber shall meet the requirements for the numerical stress shown on the plans, or as may be otherwise specified, when graded by rules developed according to AASHTO M168. Any commercial grading rules that will provide material of an equal or greater stress value may be used.

The West Coast Lumber Inspection Bureau and the Western Wood Products Associa tion grading rules shall be included as grading rules which may be used. Grading rules in effect on the date of advertisement of bids shall govern.

Guardrail posts and blocks shall meet the following requirements:

Douglas Fir or Western Larch shall conform to the requirements for “No. 1 Structural” grade as set forth in the grading rules of the West Coast Lumber Inspection Bureau or the grading rules of the Western Wood Products Association.

Western Hemlock shall conform to the requirements for “Select Structural” grade as set forth in the grading rules of the West Coast Lumber Inspection Bureau or the grading rules of Western Wood Products Association. Southern Pine shall conform to the requirements for “No. 1 SR” grade as set forth in the grading rules of the Southern Pine Inspection Bureau.

Timber piles shall conform to ASTM D25.

718.03.03 Preservatives. Timber Preservatives shall conform to Section 615.

718.03.04 Hardware. Galvanize iron and steel hardware, according to ASTM A153.

Bolts, nuts, dowels, and drift pins shall conform to ASTM A307, Grade A.

Fabricate cast washers of cast iron of the O-gee type. The diameter shall be not less than 3.5 times the diameter of the bolts. The diameter of the hole shall be 3 mm ($^1/_8$ in.) larger than the diameter of the bolt.

Fabricate flat malleable washers of malleable iron with ribs properly proportioned to develop the full strength of the bolt. The diameter shall be not less than 3.5 times the diameter of the bolt for which it is used, and the thickness shall be equal to one-half the diameter of the bolt. The diameter of the hole shall be 3 mm ($^1/_8$ in.) larger than the diameter of the bolt.

Use a standard commercial type of cut or round nail. Use cut, round or boat spikes, as specified.

SECTION 720

GUARDRAIL MATERIALS

SCOPE

720.01.01 Materials Covered. This specification covers the quality and kind of material used in the construction of guardrail.

REQUIREMENTS

720.02.01 Certificates. Furnish 2 certified copies of mill test reports showing the chemical and physical characteristics from each heat from which metal is used.

Rail members, bolts, nuts, and other fittings shall be interchangeable with similar parts regardless of source.

PHYSICAL PROPERTIES AND TESTS

720.03.01 Rail Members. The beam-type members, comprised of rail members and end or terminal pieces, shall conform to AASHTO M180, Type I, Class A, except galvanize after fabrication.

720.03.02 Fittings. All bolts, nuts, washers, and other fittings for beam-type guardrail shall be galvanized steel meeting AASHTO M180.

All bolts, nuts, and washers shall be 16 mm ($^5/_8$ in.) size. Bolts shall be button-head style and nuts shall be hexagonal. Bolts and nuts shall be coarse-threaded [11 threads per 25 mm (1 in.)], with nuts tapped oversize not to exceed 0.8 mm ($^1/_{32}$ in.). Outside dimensions of boltheads, nuts, and washers shall have the following minimums: boltheads, 32 mm ($1^1/_4$ in.); nuts, 24 mm ($1^5/_{16}$ in.); and washers, 38 mm ($1^1/_2$ in.). Splice bolts shall be 32 mm ($1^1/_4$ in.) in length, and post connection bolts shall be of lengths required to fit the post dimension and extend beyond the tightened nuts thereon within limits of 6 to 13 mm ($^1/_4$ to $^1/_2$ in.). Provide washers, 3 mm ($^1/_8$ in.) thick, for use under nuts on all post bolts, and under any nut which has a width of less than 27 mm ($1^1/_{16}$ in.).

Galvanize fittings according to Section 715.

720.03.03 Guardrail Anchor Hardware. Provide cable and fitting for guardrail anchors that conforms to AASHTO M30, Class C, for Type II cable. Galvanize all fittings according to AASHTO M111.

720.03.04 Metal Guardrail Posts. Metal posts and blocks shall be of structural steel conforming to AASHTO M183 and galvanized according to AASHTO M111.

720.03.05 Wood Guardrail Post. Wood posts and blocks shall be rough or surfaced to the dimensions shown in the plans and shall conform to Section 718.

SECTION 721

OBJECT MARKERS AND GUIDE POSTS

SCOPE

721.01.01 Materials Covered. This specification covers the quality and kind of materials used in the construction of object markers and guide posts.

REQUIREMENTS

721.02.01 Certificates. Furnish 2 certificates covering each order of material (plates, reflectors, and posts) by the manufacturer, certifying that the product complies with the specifications. Deliver certificates at the time of, or before, delivery of the order.

PHYSICAL PROPERTIES AND TESTS

721.03.01 Metal Posts. Posts shall be steel conforming to ASTM A570, Grade 275 (Grade 40), or ASTM A653, Designation SS, Grade 275 (Grade 40), and be of 3.2 to 3.5 mm (10 or 11 gage) thickness.

Galvanize metal posts according to Section 715, or according to ASTM A653, coating designation Z700 (G235).

721.03.02 Target Plates.

(a) Base Metal. Base metal for target plates shall be zinc-coated steel sheet or aluminum sheet.

The zinc-coated steel sheet shall comply with FSS QQ-S-775 Steel Sheet, carbon, zinc-coated Type 1, Classes d and e, except that the zinc-coated surface shall withstand a 180 degree bend on itself at room temperature without flaking the coating. Prepare the zinc-coated surface for painting by the application of phosphate coating. Accomplish the phosphatizing process without damaging or removing the galvanized coating from the steel base metal. Any evidence of damage or removal of the zinc coating shall be cause for rejection of the entire lot.

Prepare the aluminum sheet for painting with a chemical conversion coating conforming to MIL-C-5541. Apply the coating according to the manufacturer's specifications and recommended sequence of operation. Furnish 2 copies of certified mill tests of the aluminum sheets.

Fabricate target plates from 1.0 mm thick (20 gage) steel sheet or 1.3 mm (0.05 in.) thick aluminum sheet, alloy 3005-H14 conforming to ASTM B209.

Accomplish fabrication of all metal parts in a uniform and workmanlike manner. Cut plates to size and shape and punch the holes for mounting bolts and reflectors according to the details shown on the plans. Provide surfaces and edges of the plates free from defects resulting from fabrication.

(b) Paint. Target plates shall have satisfactory paint adherence.

Furnish metal reflector plates for metal guide posts with one or both sides coated with a black, baked enamel finish. If only one side is coated, the coated side shall face oncoming traffic.

Coat the plates with baked enamel conforming to the following provisions:

The enamel finish coat for plates shall comply to Federal Specification TT-E-489, Class B baking type enamel.

Apply the enamel by spraying, rolling, or dipping. Other methods may be used provided they are approved before use. The dry film thickness of the baked enamel coating on the galvanized steel plates shall be not less than 50 μm (2 mils). The dry film thickness on the aluminum plates shall be not less than 38 μm (1.5 mils) if enamel is applied by spray or dip method and not less than 25 μm (1 mil) if enamel is applied by continuous roller coat method. Provide uniform coating which is smooth and free from flow lines, streaks, blisters, or other surface imperfections.

Provide finished plates without dents and defects. The maximum surface deviation from a horizontal plane on which the finished plate lies shall not exceed 6 mm ($^1/_4$ in.).

(c) Hardware. Hardware for attaching the target plates shall consist of 6 mm ($^1/_4$ in.) diameter galvanized steel or aluminum nuts and bolts or 5 mm ($^3/_{16}$ in.) diameter rivets and washers. Commercial quality hardware will be acceptable.

721.03.03 Reflectors. Equip guide posts and object markers with reflective sheeting conforming to Subsection 716.03.01 for Type III or Type IV.

The size of the sheeting shall be as indicated on the plans. The color of the sheeting shall be as indicated in the MUTCD.

SECTION 722

WATER

SCOPE

722.01.01 Material Covered. This specification covers the quality of water.

REQUIREMENTS

722.02.01 General. Water for embankments, backfill, subgrade, base, landscaping, and surface courses and cement concrete curing shall be free from an excessive amount of acids, alkali, oil, and other substances which will cause damage to the above mentioned items.

PHYSICAL PROPERTIES AND TESTS

722.03.01 Concrete Use. Submit two, 1 liter (1 quart), samples of water for tests, obtained and shipped in clean containers carefully packed and labeled. Tests will be made according to AASHTO T26.

Water with a pH less than 4.5 or greater than 8.5 and a resistivity less than 500 ohm·cm will be tested according to AASHTO T26. Any indication of unsoundness, marked change in time of setting, or a reduction of more than 10% in strength from results obtained with concrete mixtures containing the water of satisfactory quality shall be sufficient cause for rejection of the water under tests.

SECTION 724

FENCE MATERIALS

SCOPE

724.01.01 Materials Covered. This specification covers the quality of barbed wire, woven wire, and chain-link fabric fencing, fence posts, gates, and miscellaneous fence hardware.

REQUIREMENTS

724.02.01 Samples and Certificates of Inspection. Furnish 2 certificates covering each order of material by the manufacturer, certifying that the various metal components comply with the requirements herein. Deliver the certificates at the time of, or before, delivery of the order.

PHYSICAL PROPERTIES AND TESTS

724.03.01 Wood Posts. Intermediate braced posts and braces shall be of the same type as line posts.

End, gate, and corner post assemblies, including bracing timber, shall be sawed lumber and shall conform to the grading requirements of Section 718. They shall be of Douglas Fir, Western Larch, or Southern Pine.

Line posts and intermediate braced posts and bracing shall be round and shall be of Douglas Fir, Southern Pine, Lodgepole Pine, or Western Larch manufactured from sound live trees well seasoned and free from large knots, shakes, or splits or other defects which will impair their strength or durability. Peel the posts and braces to remove all outer bark and all inner cambium bark, except an occasional strip of inner bark may remain if not over 13 mm ($^1/_2$ in.) wide or 75 mm (3 in.) long. Trim knots flush with the side, remove spurs and splinters, and cut ends square.

The small end of round line posts and braces shall be between 90 and 115 mm (3.5 and 4.5 in.) in cross sectional dimension; the small end of intermediate braced posts shall be between 140 and 165 mm (5.5 and 6.5 in.) in cross sectional dimension. The allowable taper from end to end of round posts and braces shall not exceed 38 mm (1.5 in.).

Pressure treat posts and braces according to Section 615.

Treat all posts and braces with the same type of preservative.

When pressure treated materials have been damaged or when it has been absolutely necessary to cut or bore into them, after delivery to the job site, carefully field treat all exposed untreated wood with preservative applied either by thorough swabbing or by an approved bolt-hole treater.

Corner, end, pull, line, brace, and gate posts shall be of the type, size weight, and length shown on the plans.

724.03.02 Metal Posts. Steel pipe posts shall conform to AASHTO M181, Grade 1 or 2 (except that Grade 2 shall be only zinc plus organic coated).

Class 1 and 2 pipe posts shall be defined as follows:

Class 1 pipe posts shall be galvanized standard weight steel pipe (Schedule 40) conforming to ASTM F1083.

Class 2 pipe posts shall be Grade 1 or 2 conforming to AASHTO M181.

Fabricate C-section and Type II posts and braces from roll formed steel conforming to ASTM A570, Grade 45 and zinc coat or zinc plus organic coat according to AASHTO M181. Pre-galvanized C-sections and Type II posts may be used provided the edges are coated in conformance with ASTM A780.

Manufacture T-section posts of steel conforming to ASTM A283, A663, or A675, or manufacture to comply with AASHTO M281, T-section type. Manufacture T-section posts to tolerances and workmanship as provided in AASHTO M281.

Provide T-section posts with tapered anchor plates attached securely thereto. The anchor plates shall weigh not less than 0.30 kg (0.67 lb) and have a minimum area of 11,600 mm^2 (18 $in.^2$). The anchor plate may be

omitted provided the post is set in concrete. Furnish each post with galvanized wire clamps as follows: one clamp for each strand of barbed wire; and clamps for the top, bottom and at not more than 350 mm (14 in.) intervals between top and bottom for mesh fencing.

Galvanize T-section posts or paint with anticorrosive paint. Drill, notch, or stud the post to facilitate fastening the fencing.

724.03.03 Barbed Wire. Barbed wire may be either steel or aluminum alloy.

Compose barbed wire of 2 strands of 2.51 mm ($12^1/_2$ gage) wire with 4 point barbs of 2.0 mm (14 gage) wire spaced not more than 125 mm (5 in.) apart.

Steel barbed wire shall conform to ASTM A121 except that the minimum weight of zinc coating shall be 61 g/m^2 (0.2 oz/ft^2) of uncoated wire surface.

Aluminum alloy barbed wire shall be manufactured of aluminum alloy conforming to ASTM B211, alloy 5052-0 for the line wire and alloy 5052-H38 for the barbs.

724.03.04 Woven Wire. Woven Wire shall conform to ASTM A116, 2.51 mm (No. $12^1/_2$) Farm, except that the minimum weight of coating shall be 61 g/m^2 (0.2 oz/ft^2) of uncoated wire surface.

724.03.05 Chain Link Fabric. Chain-link fabric and required fittings, hardware, and pedestrian rail shall conform to AASHTO M181, Type I or Type II, except that for Type I galvanize the fabric with the minimum weight of coating of 366 g/m^2 (1.2 oz/ft^2) of uncoated wire surface. Use 3.05 mm (11 gage) wire in the manufacture of the fabric for chain link fence 1,800 mm (72 in.) or less in height, and provide mesh size of 50 mm (2 in.). Use 3.76 mm (9 gage) wire in the manufacture of the fabric, for pedestrian rail and with a mesh size of 25 mm (1 in.).

The tension wire shall conform to AASHTO M181.

724.03.06 Staples, Brace Wire, and Nails. Use 4.27 mm (8 gage) brace wire, medium temper, 379 to 517 MPa (55 to 75 ksi) tensile strength and galvanize according to the requirements specified for barbed wire.

Make staples from 3.76 mm (No. 9) galvanized wire of the U-shaped type, 44 mm ($1^3/_4$ in.) long.

724.03.07 Metal Gates.

(a) Drive Gates for Standard Fencing. Construct the gate frames of not less than NPS 1 galvanized standard weight pipe conforming to the dimensions, nominal weights, and galvanizing specified in ASTM A53 (hydrostatic test will not be required). Place galvanized tubular steel braces vertically in each gate, and secure corner and brace joints so that the gate will retain a true rectangular shape.

Use rectangular mesh or 50 mm (2 in.) diamond mesh and galvanize according to the requirements herein specified for woven wire fabric.

(b) Drive Gate for Chain-Link Fencing. Construct the gate frame of not less than NPS $1^1/_2$ galvanized standard weight pipe conforming to the dimensions, nominal weights, and galvanizing specified under ASTM A53 (hydrostatic test will not be required). Cross-trim the gate frames with galvanized 9.5 mm ($^3/_8$ in.) adjustable truss rods. Fasten the corners of the gate frames together and reinforce with malleable iron fittings designed for the purpose of welding.

Attach chain-link fence fabric as specified for the fence to the gate frame by the use of stretcher bars and tie wires as specified for fence construction. Space suitable tension connectors at approximately 300 mm (1 ft) intervals.

(c) Walk Gates. Construct walk gates 1,050 mm (42 in.) wide and of the height corresponding to the adjacent fence.

Construct the gate frame of not less than NPS $^3/_4$ galvanized standard weight pipe conforming to the dimension, nominal weights, and galvanizing specified under ASTM A53 (hydrostatic test will not be required).

Fill the gate frame with chain link fabric meeting the requirements specified herein.

Furnish the gate complete with approved hinges, latches, and auxiliary braces as required.

724.03.08 Tortoise Fence.

(a) Steel Hardware Cloth. The steel hardware cloth attached along the bottom of chain link fence shall be a commercial quality welded galvanized steel wire fabric with 25 mm x 50 mm (1 in. x 2 in.) mesh size and 1.5 mm (16 gage) minimum diameter wire.

SECTION 725

ELASTOMERIC BEARING PADS

SCOPE

725.01.01 Material Covered. This specification covers the material in elastomeric bearing pads and shall include plain bearings (consisting of elastomer only) and laminated bearings (consisting of layers of elastomer restrained at their interfaces by bonded laminates).

REQUIREMENTS

725.02.01 Certificate of Inspection. Test elastomeric bearing pad material by an approved reputable testing laboratory, who shall certify that the material meets these specifications and requirements. The certification shall include a certified copy of the test results on samples of the material to be used in the pads. This applies to both the elastomer and laminated material. Furnish this certification before using the material.

PHYSICAL PROPERTIES AND TESTS

725.03.01 General. Elastomeric bearing pads shall conform to AASHTO M251 except modified as follows:

1. The elastomer portion of the elastomeric compound shall be 100% virgin crystallization resistant polychloroprene (neoprene). Compounds of nominal hardness between the values shown may be interpolated.
2. Steel laminates shall have a nominal thickness of 2.0 mm (0.075 in.).
3. Level II acceptance criteria shall be required if specified in the Special Provisions.
4. The Optional Cold Weather Requirement shall apply when specified in the Special Provisions.

The following requirements shall also apply:

Unless otherwise indicated on the plans, provide a constant minimum thickness of 6 mm ($^1/_4$ in.) elastomeric bedding surface on both the top and bottom of the bearings for bearings with steel reinforcement. This thickness shall be 3 mm ($^1/_8$ in.) maximum when fabric reinforcement is used. When an external load plate is required, provide a neoprene laminate between the load plate and the internal reinforcement.

725.03.02 Quality Assurance. The Department may conduct additional tests on the material. Provide written notification 30 days before the start of bearing production. If the Department elects to perform tests, furnish sample pads and/or fabric at no additional cost to the Department. Submit a fabric sample not less than 900 mm by 1,125 mm (36 in. by 45 in.) from each new lot of fabric used in manufacturing the bearing pads. Submit a sample pad not less than 150 mm by 300 mm (6 in. by 12 in.) from each lot of pads or batch of elastomer to be furnished. The samples will be selected at random by the Department or its authorized representative at the point of manufacture or at the jobsite. Samples taken at the jobsite shall consist of complete pads as detailed on the plans. Furnish additional complete pads to replace those taken for testing.

SECTION 726

ROADSIDE MATERIALS

SCOPE

726.01.01 Materials Covered. This specification covers the materials used in erosion control, landscaping, and irrigation systems.

REQUIREMENTS

726.02.01 Certificates and Samples.

(a) Topsoil. Obtain from the County Weed Control Agency or the State Quarantine Officer a written certification that the area from which the topsoil is to be obtained is free from noxious weeds. Topsoil that has been treated with herbicides or sterilants shall be tested by the State Department of Agriculture to determine the residuals in the soil.

Before imported topsoil is brought on the jobsite, furnish a current report from a recognized testing laboratory indicating the particle size, clay content, the pH factor, and electrical conductivity of the sample.

(b) Fertilizer. Provide fertilizer containers with the manufacturer's guaranteed statement of analysis clearly marked, all conforming to state and federal laws. The State Department of Agriculture shall sample the fertilizer before use on the project.

(c) Humus. Before bulk humus is brought to the jobsite, furnish a current report from a recognized testing laboratory indicating the moisture retention capacity, organic matter (based on dry mass), nitrogen (based on dry mass), pH factor, and the amount of Douglas Fir bark.

(d) Plants. Plants shall comply with Federal and State laws requiring inspection for plant diseases and infestations. Furnish inspection certificates required by law with each shipment of plants. Furnish certificates for USDA Quarantine No. 63 for White Pine blister rust, and Nevada Quarantine No. 54.05 for European Pine shoot moth with shipments of pines.

(e) Seeds. Furnish duplicate copies of a statement signed by the vendor certifying that each lot of seed has been tested by a recognized seed testing laboratory within 6 months before the date of delivery to the project. The State Division of Agriculture shall randomly sample and test seed before use on the project.

(f) Irrigation Materials. Ascertain that all required tests have been made by approved qualified testing laboratories. Furnish a written certification that all required tests have been satisfactorily completed and that materials and fabrication thereof comply with all the requirements.

Receive approval of material before use.

PHYSICAL PROPERTIES AND TEST

726.03.01 Topsoil. Topsoil shall consist of fertile, friable soil of loamy character, and shall contain an amount of organic matter normal to the region. Obtain topsoil from well-drained arable land and reasonably free from subsoil, refuse, roots, heavy or stiff clay, stones larger than 25 mm (1 in.) in largest dimension, coarse sand, sticks, brush, litter, and other deleterious substances. Topsoil shall be capable of sustaining healthy plant life.

Requirements for topsoil shall be as follows:

Particle Size	9.5 mm (3/8 in.) maximum
Clay Content	20% maximum, by mass
pH Factor	6.4 to 7.4
Electrical Conductivity	0.5 to 1.0 mmho/cm of the saturation paste extract

726.03.02 Fertilizer. Provide fertilizer of a standard commercial grade of organic or inorganic fertilizer of the kind and quality specified in the contract documents. Fertilizer may be separate or in a mixture containing the percentage of total nitrogen, available phosphoric acid and water-soluble potash in the amounts spec-

ified. Furnish fertilizers in standard unopened containers with mass, name of plant nutrients, and manufacturer's guaranteed statement of analysis clearly marked, all according to State and Federal laws.

Acceptable commercial fertilizer will be specified in one of the following forms:

(a) A dry free-flowing granular fertilizer, suitable for application by agricultural fertilizer spreader.

(b) A soluble fertilizer ground to a fineness that will permit complete suspension of insoluble particles in water, suitable for application by power sprayer.

(c) A granular or pelleted fertilizer, suitable for application by blower equipment.

(d) A nonvolatile liquid fertilizer.

Commercial fertilizer (tablets) shall be tightly compressed tablets weighing approximately 21 g designed for the establishment of trees and shrubs. Fertilizer tablets shall conform to the following chemical analysis:

	Minimum Percentage
Organic Nitrogen (derived from Urea-Form)	20.00
Available Phosphoric Acid (derived from calcium phosphate)	10.00
Soluble Potash (derived from potassium sulfate)	5.00
Combined Sulfur (derived from ferrous ammonium and potassium sulfate)	1.60
Iron (expressed as metallic, derived from ferrous ammonium sulfate	0.35

With written permission commercial fertilizer tablets designed for the same purpose with a quantitative analysis that deviates from that listed above may be used.

726.03.03 Humus. Humus shall be processed, composted, fine ground bark of White Fir, Pine, or Redwood, or a mixture of these in any proportion. Supply humus free of lumps or clods. The humus shall pass a 12.5 mm ($^1/_2$ in.) sieve, and 85% shall pass a 3.35 mm (No. 6) sieve.

Humus shall also conform to the following requirements:

Moisture Retention Capacity	35% minimum
Organic Matter (based on dry weight)	95% minimum
Nitrogen (based on dry weight)	0.8% minimum
pH Value (based on 1:5 solution)	4.0 to 6.0
Douglas Fir Bark	0%

726.03.04 Mulch. Use mulch listed in the QPL.

(a) Hay or Straw. Provide hay or straw mulch materials in an air-dried condition free of noxious weeds, weed seeds, and other materials detrimental to plant life. Provide hay or straw mulch material of approved field grasses indigenous to the area. Obtain from the State Division of Agriculture a written certification that the hay or straw is free of noxious weeds.

(b) Wood Cellulose Fiber. Provide wood cellulose fiber mulch of specially processed wood fiber containing no growth or germination inhibiting factors and dye a suitable color to facilitate inspection of the placement of the material.

Mulch shall also conform to the following requirements:

Moisture Content	12.0% ± 3.0%
Organic Matter (oven-dried basis)	99.6% ± 0.2%
Ash Content	0.8% ± 0.2%
Water Holding Capacity (grams of water/100 grams of fiber)	1,080 minimum

(c) Wood Chips and Shavings. Manufacture shavings from any clean softwood.

Manufacture wood chips from any clean, green softwood. Do not supply chips from kiln-dried or air-dried material. Produce chips by machinery equipped with knives or blades which cut rather than shred or break the material. Grade chips so that substantially all chips are from 12.5 to 75 mm ($^1/_2$ to 3 in.) in length, 12.5 to 38 mm ($^1/_2$ to $1^1/_2$ in.) in width and from 3 to 12.5 mm ($^1/_8$ to $^1/_2$ in.) in thickness.

Do not use chips produced from tree trimmings which contain leaves or small twigs.

726.03.05 Tackifier. Tackifier shall be as specified in the contract documents.

Use tackifiers listed in the QPL.

726.03.06 Erosion Control Fabric. Erosion control fabric shall be as specified in the contract documents, and (a) and (b) below.

(a) Length of approximately 15 m (50 yds).

(b) Width shall be a minimum of 1.2 m (47 in.) with a minimum mass of 0.47 kg/m^2 (0.87 lb/yd^2).

726.03.07 Plants. Supply nursery grown plants representative of their normal species and true to type or name as shown on the plans and conforming to the American Standard for Nursery Stock, No. 1 grade, AAN, Inc., latest edition, ASA Spec. Z 60.1. Tag plants by the most recent standard practice recommended by the AAN and to the latest edition of Standardized Plant Names, as adopted by the American Joint Committee on Horticultural Nomenclature.

726.03.08 Seeds. Furnish grasses, legumes, or cover crop seed in standard containers on which show the following information:

(a) Seed name.

(b) Lot number.

(c) Net mass.

(d) Percentage of purity.

(e) Percentage of germination (in case of legumes percentage of germination to include hard seed).

(f) Percentage of weed seed content and inert material clearly marked for each kind of seed according to applicable State and Federal laws.

(g) No noxious weed seed present.

Do not use seed which has become wet, moldy or otherwise damaged in transit or storage. Provide seed at least 95% pure and having a minimum of 85% germination.

726.03.09 Tree Ties. Tree ties shall be strips of vinyl coated nylon, durable, nonhardening, long-life material, approximately 25 mm (1 in.) wide and approximately 0.25 mm (10 mils) thick, or other approved material.

A 3.5 mm (10 gage) galvanized wire encased in at least 12.5 mm ($^1/_2$ in.) black rubber hose may be used when permitted.

726.03.10 Pipe and Fittings.

(a) Steel Pipe shall be standard weight, hot dipped galvanized pipe, conforming to ASTM A53 (A120). Thread and couple pipe, and furnish in standard lengths. All pipe fittings shall be standard threaded galvanized malleable iron fittings.

(b) Plastic pipe, except soaker lines, shall be polyvinyl chloride (PVC) 1120 or 1220 pressure pipe as shown in the irrigation system legend on the plans, and shall conform to ASTM D2241. Extrude PVC pipe from 100% virgin material, approved by the National Sanitation Foundation (NSF). All plastic pipe, except soaker lines, shall be pressure rated at 1.38 MPa (200 psi) (Class 200) minimum. Bell and spigot PVC pipe may be used in lieu of plain end pipe and couplings.

Fittings for PVC plastic pipe shall conform to ASTM D2466.

(c) Polyethylene used in the manufacture of polyethylene fittings shall conform to ASTM D1248, for Type III. Polyethylene fittings used in assembling swing joint risers shall be schedule 80 conforming to ASTM D3261.

(d) Plastic pipe for soaker lines shall be flexible PVC conforming to ASTM D2287, Cell-type 6640400.

Wall thickness of soaker lines shall conform to the following when determined according to ASTM D2122:

Hose Size-Nominal mm (in.)	Minimum * mm (in.)	Range (%)
15 (1/2)	2.25 (0.090)	12
20 (3/4)	3.75 (0.150)	12
25 (1)	3.95 (0.158)	12

* As measured at any point on the cross section

The plastic pipe for soaker lines shall also contain a proven effective, algae resistant ingredient. Furnish certification to the effectiveness of the algae resistant ingredient upon request. Acceptable certification shall be the results of either:

1. Field test for at least 2 years under actual operating conditions or
2. Laboratory testing which closely approximates the full range of climatic conditions that would exist during any full calendar year, including exposure to algae under warm climatic conditions for a duration of 30 days.

Provide PVC plastic pipe which is homogeneous throughout, smooth inside and outside, free from cracks, holes, foreign materials, dents, wrinkles, and blisters.

726.03.11 Conduit for Future Irrigation Systems. Conduit shall be PVC pipe conforming to ASTM D3034, SDR35.

726.03.12 Masonry. Hollow load-bearing concrete masonry blocks shall conform to ASTM C90.

Hollow non-load-bearing concrete masonry blocks shall conform to ASTM C129.

726.03.13 Soil Stabilizer. Soil stabilizer shall be as specified in the contract documents.

Use soil stabilizers listed in the QPL.

SECTION 727

CONCRETE SURFACE FINISHING MATERIAL

SCOPE

727.01.01 Materials Covered. This specification covers the types and quality of concrete surface finishing materials.

PHYSICAL PROPERTIES AND TESTS

727.02.01 Requirements. Bonded grout finishing material shall conform to the following requirements:

(a) Viscosity of 110-115 K.U., when tested according to Federal Standard Method No. 4281 and using a pin paddle.

(b) Total solids, when tested according to Federal Standard Method No. 4042:

1. 65% minimum, by mass.

2. 48% minimum, by volume.

(c) Flexibility, tested according to Federal Standard Method No. 6221. Spread a 0.30 mm (12 mil) wet film on a tin panel, air dry 16 hours and oven dry 16 hours at 49 °C (120 °F). Film shall show no mud cracking, or no loss in adhesion to the panel when bent over a 25 mm (1 in.) mandrel.

(d) Water resistance, tested according to ASTM D1647. Spread a 0.30 mm (12 mil) wet film on a tin panel and air dry 48 hours. Immerse in water for 16 hours, and air dry for 8 hours. There shall be no softening or other effect on the material.

(e) Weatherometer durability, tested according to Federal Standard Method No. 6152. Spread a 0.30 mm (12 mil) wet film to asbestos-cement board and expose for 500 hours in an Atlas Twin-Arc weatherometer. There shall be no erosion, cracking, softening, or other visible defects in the coating.

Federal standard test methods are as contained in Publication Federal Test Methods Standard No. 141.

SECTION 728

EPOXY

SCOPE

728.01.01 Materials Covered. This specification covers the type and quality of epoxy materials.

REQUIREMENTS

728.02.01 Sampling and Testing. Do not use epoxy before sampling and testing unless its use is permitted according to Subsection 106.05.

All tests will be conducted according to the test methods of the ASTM, Federal Test Method Standard No. 141, and methods in use by the Department.

728.02.02 Certificates. Furnish 2 certificates from the manufacturer covering each order of material, certifying that the product complies with the specifications. Deliver certificates at the time of, or before, delivery of the order.

728.02.03 Packaging, Labeling and Storing. Package each component in steel containers not larger than 20 L (5 gal) in volume. When the components are to be mixed at a ratio of 2 parts A to 1 part B, by volume, the container containing component B shall be one-half the volume of the container containing component A. Provide new containers with lug type crimp lids with ring seals, not less than 0.69 mm (0.025 in.), meeting United States Department of Transportation Hazardous Materials Shipping Regulations, and well sealed to prevent leakage. If a lining is used in the containers, make it of such character as to resist any action by the components. Clearly label each container with the designation (Component A or B), type (standard or rapid), if applicable, 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.

Do not use 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.

728.02.04 Directions for Use. Mix when components A and B are at a temperature between 16 and 29 °C (60 and 85 °F), unless otherwise specified. Perform any heating of the adhesive components by application of indirect heat. Immediately before mixing, thoroughly mix each component with a paddle. Use separate paddles to stir each component. Immediately before use, thoroughly mix the 2 components together in the specified ratios. When mixed, all adhesives shall have a uniform gray color without black or white streaks. Do not add solvent to any epoxy.

After mixing, place epoxies in the work and also place any overlaying or inserted material which is to be bonded to the work by the epoxy before thickening of the epoxy has begun. Place epoxy on surfaces free of rust, paint, grease, asphalt, and loose and deleterious material.

When epoxy is used as a binder to make epoxy concrete or mortar, thoroughly mix the 2 components of epoxy together before the aggregate is added. Unless otherwise specified, the mix proportions shall consist of 1 part of binder to approximately 4 parts of aggregate, by volume. Use clean aggregate with a moisture content of not more than 0.5% when tested by Test Method No. Nev. T112. Prime surfaces against which epoxy concrete and mortar are to be placed with a coat of the epoxy just before placing the mortar.

TYPES OF EPOXIES

728.03.01 Binder (Adhesive), Epoxy Resin Base. This specification covers a 2 component, low viscosity, resin base epoxy designed primarily for use as a binder in making epoxy concretes or epoxy mortars, and in pressure grouting of cracks in concrete.

The epoxy shall conform to AASHTO M235, Type III, Grade 1, Class A, B, or C.

728.03.02 Epoxy Resin Adhesive for Bonding New Concrete to Old Concrete. This specification covers epoxy resin bonding systems for use in bonding fresh concrete to existing Portland cement concrete and fastening metal anchors in holes in concrete.

The epoxy is specified by the following types:

Type II is for use in non-load bearing applications for bonding fresh concrete to hardened concrete and shall conform to AASHTO M235 or ASTM C881, Type II, Grades 1, 2, or 3, Class A, B, or C.

Type IV is for use in load bearing applications in fastening metal anchors in holes in hardened concrete and shall conform to AASHTO M235 or ASTM C881, Type IV, Grade 3, Class A, B, or C.

Type V is for use in load bearing applications for bonding fresh concrete to hardened concrete and shall conform to AASHTO M235 or ASTM C881, Type V, Grades 1, 2, or 3, Class A, B, or C.

Use the Grade and/or Class appropriate for conditions. Manufacturers of epoxy are listed in the QPL.

728.03.03 Rapid Set Epoxy Adhesive. Epoxy used under this specification shall conform to AASHTO M237, Type I.

728.03.04 Standard Set Epoxy Adhesive. Epoxy used under this specification shall conform to AASHTO M237, Types II, or III.

728.03.05 Epoxy Sealant for Inductive Loops. 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. Also use this epoxy for repair work on existing spalls, cracks, and other deformations in and around saw cuts housing inductor loops and leads.

(a) Composition.

Component A

	Parts by Mass
Epoxy Resin[1]	85.00
Orthocresol Glycidyl Ether[2]	15.00
Titanium Dioxide, ASTM D476, Type III or IV	2.00
Colloidal Silica[3]	1.50
Glycerine, ASTM D1257	0.50
Silicone Anti-Foam, Type Q	0.01

Component B

	Parts by Mass
High Functionality Polymercaptan Hardener[4]	40.00
N-Aminoethyl Piperazine[5]	10.00
2, 4, 6-Tri (Dimethylaminomethyl) Phenol[6]	4.00
Polysulfide Polymer[7]	48.94
Colloidal Silica[3]	1.00
Glycerine, ASTM D1257	0.50
Carbon Black[8]	0.10
Silicone Anti-Foam, Type Q	0.01

[1]Di glycidyl ether of bisphenol A, viscosity, 10.0-16.0 Pa·s (100-160 poise) at 25 °C (77 °F), epoxide equivalent 180-200. Color, Gardner 1933, 3 max.

[2]Viscosity at 25 °C (77 °F), 0.005-0.01 Pa·s (5-10 centipoise), mass 1.08-1.09 kg/L (9.00-9.10 lb/gal). Epoxide equivalent 180-200.

[3]SiO_2 (moisture-free basis), 99% min.; refractive index, 1.46; surface area 175-225 m^2/g; particle size 0.015 µm; pH (4% aqueous dispersion), 3.5-4.2; pour density, 37 kg/m^3 (2.3 lb/ft^3) max.; free moisture at 105 °C (221 °F), 1.0% max.

[4]Liquid polymercaptan resin, viscosity 10.0-13.0 Pa·s (100-130 poise) at 25 °C (77 °F); specific gravity 1.14-1.16; mercaptan value, 3.6 meq./g. Color, Gardner 1933, 1. Infrared curve shall match the curve on file with the Department.

[5]Color (APHA) 50 max.; amine value 1250-1350 based on titration which reacts with the 3 nitrogens in the molecule; appearance clear and substantially free of suspended matter.

[6]Formula weight 265; specific gravity at 25 °C (77 °F), 0.973; refractive index 1.514 at 25 °C (77 °F); distillation range 96% at 130 °C to 160 °C (266 °F to 320 °F) [0.5-1.5 mm.]; flash point, Tag. open cup, 149 °C (300 °F) min.; water content 0.06% max.

[7]Specific gravity, 1.24-1.30 at 20 °C (68 °F); viscosity, 0.7-1.2 Pa·s (700-1,200 centipoise), Brookfield at 25 °C (77 °F); pH water extract, 6.0-8.0; moisture content, 0.1% max.; pour point, –26 °C (–15 °F); average molecular weight, 1000; flash point, Cleveland Open Cup, 199 °C (390 °F) min.; sulfur content, 36-40%; color, Hellige, 9-12. The product shall be a difunctional mercaptan made from 98 mole % of bis (2-chloroethyl) formal and 2 mole % of trichloropropane.

[8]Surface area, 80-150 m^2/g; particle diameter, 18-30 nm; pH, 7.0-8.5; fixed carbon (moisture free), 96-98%; volatile matter, 1-4%; oil absorption, stiff paste endpoint, 0.75-0.90 CCS/g.

(b) Tests. Perform tests according to Test Method No. Nev. T501.

(c) Characteristics of Components.

Component A

Viscosity, Pa·s (poise) at 25 °C (77 °F), Brookfield	10-25 (100-250)
Shear Ratio	2.0 min.

Component B

Viscosity, Pa·s (poise) at 25 °C (77 °F), Brookfield	10-25 (100-250)
Shear Ratio	1.8 min.

Infrared curves of the vehicle components shall match those on file with the Department.

(d) Characteristics of Combined Components.

Gel Time	13-18 minutes on 3 mm (1/8 in.) cast sheet, cured 18 hours at 25 °C (77 °F) +5 hours at 70 °C (158 °F)
Tensile Strength, MPa (psi)	2.7 (400) min.
Elongation, %	90 min.
Shore D Hardness	45 min.

Color to range from Color No. 26081 to Color No. 26173 in Table VII of Federal Standard No. 595B.

(e) Directions for Use. Mix one part by volume of Component A to one part by volume of Component B. Use material within 10 minutes from the time mixing operations are started.

SECTION 729

TRAFFIC PAINT

SCOPE

729.01.01 Material Covered. These specifications cover ready mixed traffic line paint to be applied to either asphaltic or Portland cement concrete pavements.

REQUIREMENTS

729.02.01 General. Provide paint free from foreign materials, such as dirt, sand, fibers from bags, or other material capable of clogging screens, valves, pumps, or other equipment used in a paint striping apparatus. Grind the paint pigment and properly disperse in the vehicle. The dispersions shall be of such nature that the pigment does not cake or thicken in the container, and does not become granular or curdled. Any settlement of pigment in the paint shall be a thoroughly wetted, soft 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.

The specified amounts and materials used in each formula for achieving satisfactory pigment wetting and suspension, may be varied or changed to suit the vendor's method of manufacture. Paint made with any deviations in antisettling, wetting agents, or stablizers shall still be required to conform to the characteristics of the finished paint and all other requirements of these specifications.

729.02.02 Packaging. Prepare manufactured paint at the factory ready for application. Do not add thinner or other material to the paint after the paint has been shipped.

All shipping containers must comply with Department of Transportation Code of Federal Regulations, Hazardous Materials Regulations Board, Reference 49 CFR.

Properly seal all containers with suitable gaskets and which show no evidence of leakage.

Label all containers of paint showing the exact title of the specification, manufacturer's name, date of manufacture, and manufacturer's batch number.

Show precautions concerning the handling and application of paint on the label of the paint container.

The lining of the containers shall be of such character as to resist the solvent of this paint and to prevent skins being loosened into the body of the paint.

729.02.03 Certificates.

(a) Approval for Epoxy Paint Formulation. Use epoxy paint formulations listed in the QPL.

The manufacturer must submit the following documentation for each formulation within 15 working days after the contract is awarded for approval:

1. Infrared spectra of each component for each color.
2. Documentation of previous successful installation at least 2 years old and covering a minimum of 60 km (37 mi).
3. Documentation certifying that the Contractor has functional, appropriate equipment to install epoxy pavement marking materials.

(b) Epoxy Paint Material Shipments. Ship the material to the job site in containers that are substantial and plainly marked with the manufacturer's name and address, the color of the material, date of manufacture, and batch number.

The material manufacturer shall furnish a notarized certification that the material complies with the provisions of this specification. It shall not be inferred that the provisions of a certification of compliance waives Department inspection, sampling or testing.

Supply a copy of the infrared spectra of each component on each lot number along with the certification papers. This infrared spectra must match the infrared spectra submitted for each component in subparagraph (a) of this subsection. Copies of the infrared spectrums need not be supplied for the epoxy paints listed in (a) above, which already have their components' infrared spectrums on file at the Department's Materials Division.

(c) Glass Beads. Furnish certifications which shall include or have attached specific results of tests performed for roundness, refractive index, flow characteristics, and gradation. The certifications shall show the quantity and lot number.

PHYSICAL PROPERTIES AND TESTS

729.03.01 Sampling and Testing. Samples will be taken after delivery. The Department reserves the right to have an inspector present to observe the manufacturing process. Furnish a complete formulation record of the manufacturing process to the Materials Division. Tests will be performed according to ASTM, Federal Test Method Standards No. 141a and methods designated by the Materials Division of the Department.

729.03.02 Materials. The raw materials for use in the paint formula shall conform to the specifications designated by Federal serial number or paint material code number hereinafter specified. Subsequent amendments to the specifications quoted shall apply to all raw materials and finished products.

Paint shall also comply with the paint formulation requirements of either Subsection 729.03.03, 729.03.04 or 729.03.05.

729.03.03 Blank.

729.03.04 Epoxy Paint Marking Material.

1. Formulation. The epoxy paint marking material shall consist of a 100% solid two-part system formulated and designed to provide a simple volumetric mixing ratio of two components (e.g. two volumes of Part A to one volume Part B).

2. Composition. The component A shall be within the following limits:

	WHITE	YELLOW
Pigments		
• Titanium Dioxide, ASTM D476 Type II or III	18-25%	—
• Chrome Yellow, ASTM D211 Type III	—	23-30%
Binder		
• Epoxy Resin	75-82%	70-77%

3. Epoxide Number. The epoxy number of the epoxy resin shall be 0.40 ± 0.1 as determined by ASTM D1652 for both white and yellow Component A on a pigment free basis.

4. Amine Number. The amine number of the curing agent (component B) shall not be less than 400 as per ASTM D2074.

5. Toxicity. Upon heating to application temperature, the material shall not exude fumes which are toxic or injurious to persons or property.

6. Viscosity. Formulations of each component shall be such that the viscosity of both components shall coincide, within 10%, at a recommended spray temperature. Component B shall be formulated so as to have a steady and constant viscosity at temperatures recommended for spray application.

7. Color and Weather Resistance. The mixed epoxy compound, both white and yellow, when applied to 75 x 150 mm (3 x 6 in.) aluminum panels at 380 µm (15 mils) ± 25 µm (1 mil) in thickness with no glass beads and exposed in a Q.U.V. Environmental Testing Chamber as described in ASTM G53, shall conform to the following requirements. (The test shall be conducted for 75 hours at 50 °C (122 °F), 4 hours humidity and 4 hours U.V., in alternating cycles. The prepared panels shall be cured at 25 °C (77 °F) for 72 hours before exposure). The color of the white epoxy paint system shall not be darker than Federal Standard Color No. 17778 as shown in Table VIII of Federal Standard No. 595B. The color of the yellow epoxy system shall be reasonably close to Federal Standard Color No. 13538 as shown in Table IV of Federal Standard No. 595B. The gloss values of both samples shall not be less than 70 (prism geometry of 60) after the test.

8. Drying Time. The epoxy paint pavement marking material, when mixed in the proper ratio and applied at 380 µm (15 mils) ± 13 µm (0.5 mil) wet film thickness at 25 °C (77 °F) ± 1 °C (2 °F) and with the proper saturation of glass spheres, shall exhibit no tracking time when tested according to ASTM D711 in less than 45 minutes.

9. Curing. The epoxy paint materials shall be capable of fully curing under a constant surface temperature of 4 °C (40 °F) or above.

10. Adhesion to Concrete. The catalyzed epoxy paint pavement marking materials, when tested according to ACI Method 503, shall have such adhesion to the concrete surface that there shall be a 100% concrete failure in the performance of this test. The concrete specimens for the test shall be equivalent to Portland Cement Concrete Pavement per Section 409 with a minimum Compressive strength of 28 MPa (4,000 psi). The prepared specimens shall be conditioned at 25 °C (77 °F) ± 1 °C (2 °F) for a minimum of 24 hours and a maximum of 72 hours before the performance of the tests indicated.

11. Hardness. The epoxy paint pavement marking materials, when tested according to ASTM D2240, shall have a Shore D Hardness greater than 75. Samples shall be allowed to cure at 25 °C (77 °F) ± 1 °C (2 °F) for a minimum of 24 hours and a maximum of 72 hours before performing the indicated test.

12. Abrasion Resistance. The abrasion resistance shall be evaluated on a Taber Abrader with a 1,000 gram load and CS-17 wheels. The duration of test shall be 1,000 cycles. The wear index for the catalyzed material shall not be more than 80 as calculated based on ASTM D4060. The tests shall be run on cured samples of material which have been applied at a film thickness of 380 µm (15 mils) ± 13 µm (0.5 mil). The samples shall be allowed to cure at 25 °C (77 °F) ± 1 °C (2 °F) for a minimum of 24 hours and a maximum of 72 hours before performing the indicated tests.

13. Tensile Strength. When tested according to ASTM D638, the epoxy paint pavement marking materials shall have a tensile strength of not less than 41 MPa (6,000 psi). The Type IV Specimens shall be cast in a suitable mold and pulled at a rate of 6 mm (1/4 in.) per minute by a suitable dynamic testing machine. The samples shall be allowed to cure at 25 °C (77 °F) ± 1 °C (2 °F) for a minimum of 24 hours and a maximum of 72 hours before performing the indicated tests.

14. Compressive Strength. When tested according to ASTM D695, the catalyzed epoxy paint pavement marking materials shall have a compressive strength of not less than 83 MPa (12,000 psi). The cast sample shall be conditioned at 25 °C (77 °F) ± 1 °C (2 °F) for a minimum of 72 hours before performing the indicated tests. The rate of compression of these samples shall be no more than 6 mm (1/4 in.) per minute.

729.03.05 Rapid Dry Waterborne Paint Material.

1. Scope and Classification.

a. Scope This specification covers the specific requirements for rapid dry, high performance 100% acrylic waterborne white and yellow traffic line marking paint for application on Portland cement concrete and bituminous pavements. It shall be easily and uniformly applicable with mechanical airless or air assisted spray marking equipment at paint temperatures up to 38 °C (100 °F). The paint shall serve as a binder for glass beads in such a manner as to produce maximum adhesion and reflection.

b. Classification. Furnish the paint as Type I or Type II as specified in the proposal.

2. Quality Assurance Provisions.

a. Products Listed in the QPL. Use waterborne paint formulations listed in the QPL. Preliminary samples from the manufacturer need not be submitted for formulations listed in the QPL.

b. Products Not Listed in the QPL. Submit a 3.8 L (1 gal) preliminary sample from the manufacturer of the intended white and yellow formulations to the Engineer for approval at least 20 days before any paint is delivered to field locations. Furnish the batch formulation which will be used in manufacturing of the paint, a test report, Material Safety Data Sheet, and all product specification data along with the preliminary sample. The Engineer will forward the preliminary sample and required documentation to the Headquarters Materials Division. The Materials Division will verify that the formulations meet the specifications and develop baseline requirements for subsequent paint shipment to field locations.

3. Sampling and Testing. Take samples after delivery. Any water added to the containers by the manufacturer shall be considered part of the formulation and shall be mixed with the paint after delivery and before sampling. The Department reserves the right to have an inspector present to observe the manufacturing process.

Also, the Department reserves the right to require test reports of samples delivered to field locations from the manufacturer.

4. Composition Requirements.

a. Materials. The nonvolatile portion of the vehicle shall be composed of a 100% acrylic resin as determined by infrared spectral analysis.

b. Acrylic Emulsion. The acrylic emulsion shall be one of the approved acrylic emulsions on file at the Department's Materials Division. Other acrylic emulsions may be submitted for approval if the following requirements are met:

(1) The proposed emulsion is chemically and physically equal to the approved acrylic emulsions.

(2) The paint formulated with the proposed acrylic emulsion will perform equal or better than the paints formulated with the approved acrylic emulsions.

c. Performance Equality Requirements. Performance equality must be verified by comparative road service tests between the paint formulated with the approved and proposed acrylic emulsions on both asphalt and concrete surfaces. The Contractor or a third party may conduct road tests. However, the submission of the required test data is the responsibility of the Contractor. Road test shall include:

(1) Auto—No Track Time.

(2) Appearance.

(3) Durability.

(4) Night Visibility or Retroreflectivity.

d. Alternate Paint Formulation Requirements. Paint formulated using an alternative acrylic emulsion must meet all the specifications for waterborne traffic paint. Also, alternative paint formulations require approval by the Department prior to their use.

e. Prohibited Material. The manufacturer shall certify that the product does not contain mercury, lead, hexavalent chromium, toluene, chlorinated solvents, hydrolyzable chlorine derivatives, ethylene based glycol ethers and their acetates, nor any carcinogen, as defined in 29 CFR 1910.1200. When tested as specified in 7a, the lead content shall not exceed 0.06% by weight of the dry film and the test for chromium content shall be negative.

5. Quantitative Requirements of Mixed Paint. The paints shall meet the quantitative requirements specified in the following Table I:

TABLE I—QUANTITATIVE REQUIREMENTS

Requirement Number	Requirement	White	Yellow
1	Pigment: Percent by weight	62.0 ± 2	62.0 ± 2
2	Total Solids: Percent by weight, minimum	77.0	77.0
3	Nonvolatile Vehicle: Percent by weight vehicle, minimum	40.0	40.0
4	Consistency: Krebs-Stormer Shearing rate 200 rpm, Equivalent K.U.	80-95	80-95
5	Density: kilogram/Liter (lb/gal), minimum	1.65 (13.75)	1.60 (13.35)
6	Fineness of Grind: Hegman gauge, North Standard Scale, minimum	3	3
7	Drying Time, No-Pick-Up: Minutes, maximum	7	7
8	Directional Reflectance: minimum	89	58
9	Volatile Organic Content, VOC: g/L (lb/gal), maximum	150 (1.25)	150 (1.25)
10	Dry-Through, Early Washout: Minutes	< 125	< 125
11	Dry Opacity, Type I: minimum Dry Opacity, Type II: minimum	0.92 0.95	0.92 0.95
12	Bleeding Ratio: minimum, 125 µm (5 mils) wet	0.97	0.97
13	Total Solids: Percent by volume, minimum	60	58
14	Wet Opacity: minimum, 125 µm (5 mils) wet	0.90	0.90
15	Mud Cracking at 0.024 mm (60 mils) wet, For Type II Paints Only	PASS	PASS

6. Requirements of Mixed Paint.

a. Condition in Container. When tested, as specified in subparagraph 7b, the paint, as received, shall show no evidence of biological growth, corrosion of the container, livering or hard settling. The paint shall be dispersible by hand stirring for 5 minutes to a smooth and homogeneous consistency, exempt of gel structures, persistent foam or air bubbles.

b. Appearance. When tested as specified in subparagraph 7c, the paint shall produce a film which is smooth, uniform, free from grit, undispersed particles, craters and pinholes.

c. Accelerated Package Stability. After storage as specified in subparagraph 7d, the sample shall conform to the requirements of subparagraphs 6a and 6b. The sample shall show no change in consistency greater than 5 K.U. from the value in Table I.

d. Flexibility. When tested as specified in subparagraph 7e, the paint shall not crack, chip or flake after the test panel is bent 180 degrees over a 13 mm ($^1/_2$ in.) mandrel.

e. Water Resistance. When tested as specified in subparagraph 7f, the paint film shall not soften, blister, wrinkle, lose adhesion, change color or show other evidence of deterioration.

f. Freeze-Thaw Stability. When tested as specified in subparagraph 7h, the paint shall show no coagulation of flocculation, change in consistency greater than 10 K.U. from the value in Table I, nor a decrease in scrub resistance by more than 10% of the requirement in subparagraph 6m.

g. Color Requirements.

(1) Color Match. For all colors except white and yellow, when tested as specified in subparagraph 7i(3), the paint shall match the specified Federal Standard 595B color number within $\triangle E$ of 6.0 CIELAB units.

(2) Daylight Directional Reflectance. When tested as specified in subparagraph 7i(2), the white paint shall have the daylight directional reflectance specified in Table I.

(3) Yellow Color Match. The yellow traffic paint shall be an approximate color match to Federal Standard 595B color number 33538 when tested according to subparagraph 7i(4).

h. Heat-Shear Stability. When tested as specified in subparagraph 7m, the sample shall not show signs of gelling or other instability. The consistency shall be in compliance with Table I.

i. Skinning. The paint shall not skin when tested as specified in subparagraph 7n.

j. Dry-Through, Early Washout. The paint, when tested as specified in subparagraph 7o, shall have a dry-through time less than 125 minutes.

k. Abrasion Resistance. When tested as specified in subparagraph 7g, both baked and weathered paint films shall require not less than 150 liters (40 gal) of sand to abrade the paint film through to the substrate.

l. Accelerated Weathering. When tested as specified in subparagraph 7j, the colored samples after weathering shall be in conformance with subparagraph 6g. The directional reflectance of white paint shall meet the requirement in Table I. After performing the scrub resistance test according to subparagraph 7l, the paint shall be in conformance with subparagraph 6m.

m. Scrub Resistance. When tested as specified in subparagraph 7l, it shall not take less than 500 cycles to remove the paint film.

n. Titanium Dioxide Content. When tested according to subparagraph 7p, the yellow colored paint shall contain a maximum of 23.7 g/L (0.20 lb/gal) Rutile titanium dioxide. The white paint shall contain a minimum of 120 g/L (1.00 lb/gal) Rutile titanium dioxide.

o. Wet Opacity. The paint when tested as specified in 7q, shall have a wet opacity of 0.90.

p. Mud Cracking, Type II Paint Only. The paint when tested as specified in 7r, shall not contain any cracks.

q. Dry to No Pick Up. When applied at ambient temperature of 10 to 38 °C (50 to 100 °F), the paint shall dry to a no pick up condition under traffic when applied at 380 µm (15 mils) ± 25 µm (1 mil) wet film thickness in 40 to 90 seconds.

r. Material Safety Data Sheet. Submit a Material Safety Data Sheet (MSDS) according to FED-STD-313 unless otherwise specified.

7. Test Methods. Samples will be tested as specified in the following Table II. Unless otherwise specified, tests will be performed at standard conditions, which are 25 °C (77 °F) ± 1 °C (2 °F) and 50% ± 5% relative humidity. Test results will be evaluated for conformance to requirements. The sample shall be unacceptable if any test result is not in conformance with the corresponding requirements in subparagraph 6 and Table I.

TABLE II—TEST METHODS

Characteristic	Requirement Subparagraph	FED-STD 141C	ASTM Method	Test Subparagraph
Lead Content	4e	—	D3335	7a(1)
Chromium Content	4e	—	D3718	7a(2)
Condition in Container	6a	—	—	7b
Appearance	6b	—	—	7c
Accelerated Package Stability	6c	—	D1849	7d
Flexibility	6d	—	D522	7e
Water Resistance	6e	—	—	7f
Freeze-Thaw Stability	6f	—	D2243	7h
Color	6g	—	D2244	7l
Directional Reflectance	6g(2)	—	E1347	7i(2)
Yellow Color Match	6g(3)	—	D1729	7i(4)
Heat-Shear Stability	6h	—	—	7m
Skinning	6i	3021	—	7n
Dry-Through, Early Washout	6j	—	D1640	7o
Abrasion Resistance	6k	—	D968	7g
Accelerated Weathering	6l	2013	G53	7j
Scrub Resistance	6m	—	D2486	7l
Volatile Organic Content	Table I	—	D2369	—
Nonvolatile Vehicle	Table I	—	D2369	—
Consistency	Table I	—	D562	—
Total Solids by Volume	Table I	—	D2697	—
Dry Opacity	Table I	4121	—	7k
Dry Time, No-Pick-Up	Table I	—	D711	—
Fineness of Dispersion	Table I	—	D1210	—
Bleeding Ratio	Table I	—	D969	—
Pigment, % by Mass	Table I	—	D3723	—
Titanium Dioxide	6n	—	D1394	7p
Density	Table I	—	D1475	—
Wet Opacity	Table I	—	—	7q
Mud Cracking, Type II Paint Only	Table I	—	—	7r

a. Prohibited Materials. Lead-Free Yellow and White.

(1) Lead Content. Determine lead according to ASTM D3335 or by the use of an x-ray fluorescence spectrometer according to the manufacturer's manual. The x-ray method shall be used in case of dispute. Evaluate for compliance with subparagraph 4e.

(2) Chromium (Hexavalent) Content. Add 5 mL (0.17 ounce) of 25% aqueous KOH to 0.5 g (8 grains) of the extracted pigment contained in a centrifuge tube. Agitate by shaking and centrifuge.

A yellow color in the supematant liquid indicates the presence of hexavalent chromium. If the results of the above test are inconclusive, then use the procedure in ASTM D3718 to test for chromium content. Evaluate results for compliance with subparagraph 4e.

b. Condition in Container. Before stirring the contents of the container in which the material was originally packaged, check for evidence of biological growth and corrosion. Then lower a spatula into the container and determine whether the paint has livered or developed hard settling. Disperse the paint with the spatula for 5 minutes and examine for compliance with subparagraph 6a.

c. Appearance. Draw down the paint on a clear glass panel to a wet film thickness of 0.33 mm (0.013 in.), and allow to dry for 24 hours at standard conditions. Evaluate for conformance with subparagraph 6b.

d. Accelerated Package Stability. Fill a 473 mL (1 pint) resin-lined friction-top can with the sample. Ensure that the bulk sample from which the cans are filled is well stirred and uniform, that the containers used are clean, and that the lids are applied promptly to the cans to prevent evaporation losses. Store at a temperature of 52 °C (126 °F) for 2 weeks. Evaluate following the procedure in ASTM D1849, except allow hand stirring for 5 minutes to ensure uniform distribution. Evaluate the consistency for conformance with Table I. Draw down the paint as in subparagraph 7c. Evaluate for conformance with subparagraph 6c.

e. Flexibility. Determine flexibility according to Method B of ASTM D522. Draw down the paint to a wet film thickness of 0.13 mm (0.005 in.) on clean bare cold rolled steel panel. Air dry the panel for 24 hours at standard conditions, then bake for 5 hours at 105 °C (221 °F) ± 2 °C (4 °F), and finally condition the panel for 30 minutes at standard conditions. Bend over a 13 mm ($^1/_2$ in.) diameter cylindrical mandrel and examine under a magnification of 7 diameters for compliance with subparagraph 6d.

f. Water Resistance. Prepare a 10 x 15 cm (4 x 6 in.) concrete panel as specified in Method 2051 Procedure B of Fed. Test Method Standard No. 141. Draw down the paint to a wet film thickness of 0.33 mm (0.013 in.), and allow to dry in a horizontal position at standard conditions for 24 hours. Immerse one-half of the painted panel in distilled water at 25 °C (77 °F) ± 1 °C (2 °F). After 18 hours, remove the panel from the water and allow it to dry for two hours at standard conditions. Evaluate for conformance with subparagraph 6e.

g. Abrasion Resistance.

(1) Sample Preparation. Draw down the paint on 4 glass panels measuring approximately 100 x 200 mm (4 x 8 in.) to a dry film thickness of 0.102 to 0.107 mm (4 to 4.2 mils).

(2) Baked Films. Air dry two of the panels for 24 hours at standard conditions and then bake for 5 hours at 105 °C (221 °F) ± 2 °C (4 °F). After baking, condition the panels for 30 minutes at standard conditions and then run the abrasion test as specified in subparagraph 7g(4).

(3) Weathered Films. Air dry the other two panels for 48 hours at standard conditions. Then subject the panels to accelerated weathering according to subparagraph 7j. Remove the panels and condition for 24 hours at standard conditions, and then run the abrasion test as specified in subparagraph 7g(4).

(4) Test. Subject the panels to the abrasion test according to ASTM D968, Method A, except that the inside diameter of the metal guide tube shall be from 18.97 to 19.05 mm (0.74 to 0.75 in.). Five liters (1.3 gal) of unused sand shall be used for each test panel. The test shall be run on two test panels. Five liters (1.3 gal) of sand is approximately 7.94 kg (17.5 lb). Evaluate for compliance with subparagraph 6k.

h. Freeze-Thaw Stability. Test according to ASTM D2243 for 3 freeze-thaw cycles. Perform the consistency test according to ASTM D562 and the scrub resistance test as described in subparagraph 7l. Check for conformance with subparagraph 6f.

i. Color.

(1) Sample Preparation. Use the test panels prepared for the accelerated weathering test subparagraph 7j(1).

(2) Daylight Directional Reflectance. For the white paint, determine the directional reflectance before and after weathering according to ASTM E1347. Evaluate for conformance with Table I.

(3) Color Match. For colors other than white and yellow, determine the color difference of the paint before and after weathering according to ASTM D2244 using CIE Illuminant D65 with the 10 degree standard observer. Evaluate for conformance with subparagraph 6g.

(4) Yellow Color Match. Determine the color match for yellow paint before and after weathering

according to ASTM D1729 with the daylight illumination represented by CIE Illuminant D75 or D65. Evaluate for conformance with subparagraph 6g(3).

j. Accelerated Weathering.

(1) Sample Preparation. Apply the paint at a wet film thickness of 0.33 mm (0.013 in.) to four 8 x 15 cm (3 x 6 in.) aluminum panels prepared as described in Method 2013 of Fed. Test Method Standard No. 141. Air dry the sample 48 hours under standard conditions.

(2) Testing Conditions. Test according to ASTM G53 using both ultraviolet light (UV-BPS-40) and condensate exposure, 300 hours total, alternating 4 hour UV exposure at 60 °C (140 °F), and 4 hours condensate exposure at 40 °C (104 °F).

(3) Evaluation. Remove the samples and condition for 24 hours under standard conditions. Determine the directional reflectance and color match using the procedures in subparagraphs 6i(2) and 6i(3). Evaluate for conformance with the color requirements in subparagraph 6g. Using the procedure described in subparagraph 6l, run the scrub resistance test. Evaluate for conformance with subparagraph 6l.

k. Dry Opacity. Use Procedure B, Method B of Method 4121 of Fed. Test Method Standard No. 141. The wet film thickness shall be 0.13 mm (0.005 in.). Evaluate for conformance with Table I.

l. Scrub Resistance. Using the procedure of ASTM D2486 modified to use the 8 x 15 cm (3 x 6 in.) test panels from the accelerated weathering test, subparagraph 7j, evaluate for conformance with subparagraph 6m.

m. Heat-Shear Stability. One pint of the paint is sheared in a Waring Blender at high speed to 65 °C (149 °F). The blender should have tight fitting lid and be taped to minimize volatile loss. When the paint reaches 65 °C (149 °F), stop the blender immediately and apply cover. Let cool a minimum of 12 hours and examine for gelling or other signs of instability. Evaluate for compliance with subparagraph 6h.

n. Skinning. Place 710 mL (1.5 pints) of the paint in a 946 mL (2 pint) container, seal, and test according to Method 3021 of Fed. Test Method Standard 141. After 48 hours, examine for compliance with subparagraph 6i.

o. Dry-Through, Early Washout. Draw down the paint on a glass panel to a wet film thickness of 0.33 mm (0.013 in.). Immediately place in a humidity chamber maintained at 23 °C (73 °F) ± 2 °C (4 °F) and 90% ± 3% relative humidity. Test according to ASTM D1640 except that the pressure exerted shall be the minimum needed to maintain contact with the thumb and film. Check for compliance with subparagraph 6j.

p. Titanium Dioxide Content. Determine the titanium dioxide content using the Aluminum Reduction Method of ASTM D1394. Evaluate for conformance with subparagraph 6n.

q. Wet Opacity. Apply a coat of water-white mineral oil (U.S.P. Liquid Petroleum, Heavy) to a wet-film thickness of 0.037 mm (0.0015 in.) over each of the dried test panels prepared for determining dry opacity, Method 4121 of Fed. Test Method Std. No. 141, Procedure B. Allow the panels to stand horizontally in a dust-free atmosphere for 10 minutes at standard conditions, blot the excess oil, and perform the test.

r. Mud Cracking, Type II Paint Only. On a black-white Leneta chart, Form 2C-Opacity, draw down a stripe of paint 75 mm (3 in.) wide and at least 150 mm (6 in.) long, and having a 1.52 mm (60 mil) wet film thickness. Allow the paint to dry for 48 hours at standard conditions on a horizontal surface. After 48 hours, the paint film shall not contain any cracks.

8. Packaging.

a. Packaging, Packing and Marking. Package, pack and mark the paint according to PPP-P-1892, unless otherwise specified.

b. Special Marking.

(1) Shipping Container Markings. Each shipping container shall be marked:

"PROTECT FROM FREEZING—STORE ABOVE 2 °C (35 °F)"

(2) Unit Container Markings. Each unit container shall be marked as follows:

"PROTECT FROM FREEZING—STORE ABOVE 2 °C (35 °F)"

"After opening, maintain a thin layer of water on surface of paint during storage to prevent skinning."

"Use only in equipment designed for water based paints."

"This paint may be reflectorized by dropping glass beads conforming to Nevada Department of Transportation (NDOT) specifications onto the wet paint. The surface to be coated shall be free from dirt, oil, grease, other contaminants, and loose, peeling, or poorly bonded paint. The paint shall be applied to the surface at a wet film thickness of 0.41 mm (0.016 in.) minimum for Type I or 0.62 mm (0.025 in.) minimum for Type II, while air and surface temperatures are above 7 °C (45 °F) and rising."

SECTION 730

TRAFFIC BEADS

SCOPE

730.01.01 Materials Covered. This specification covers the quality requirements of traffic beads for dropping or spraying on pavement markings.

PHYSICAL PROPERTIES AND TESTS

730.02.01 Requirements.

(a) Glass Beads for Epoxy Paint. The glass spheres shall be colorless, clean, transparent, free from milkiness or excessive air bubbles, and essentially clean from surface scarring or scratching. They shall be spherical in shape and at least 70% shall be true spheres when tested according to ASTM D1155, Procedure A.

The refractive index of the spheres shall be a minimum of 1.50 as determined by the liquid immersion method at 25 °C (77 °F).

The silica content of the glass spheres shall not be less than 60%. The glass spheres shall have the following gradation when tested according to ASTM D1214.

Double Drop Method:

Type I		Type II	
Sieve Size	**% Retained by Mass**	**Sieve Size**	**% Retained by Mass**
2.00 mm (No. 10)	0	850 µm (No. 20)	0-5
1.70 mm (No. 12)	0-5	600 µm (No. 30)	5-20
1.40 mm (No. 14)	5-20	300 µm (No. 50)	30-75
1.18 mm (No. 16)	40-80	180 µm (No. 80)	9-32
1.00 mm (No. 18)	10-40	Pan	0-10
850 µm (No. 20)	0-5		
Pan	0-2		

The Type I glass spheres shall be coated with a silane-type adherence coating to enhance its embedment in, and adherence to, the applied binder film. The coated beads shall emit a yellow-green fluorescence when tested by the Dansyl Chloride test procedure. The Type II glass spheres shall be treated with a moisture-proof coating. Glass beads shall show no tendency to absorb moisture in storage and shall remain free of clusters and lumps. They shall flow freely from dispensing equipment at any time when surface and atmospheric conditions are satisfactory for marking operations. The moisture-resistance of the glass sphere shall be determined on the basis of the following test:

> Place 900 g (2 lb) of spheres in a washed cotton bag, having a thread count of 80 per 1,000 mm^2 (50 per in^2) (warp and woof) and immerse the bag in a container of water for 30 seconds. Remove the bag and force excess water from the sample by squeezing the bag. Suspend and allow to drain for two hours at 21 to 22 °C (70 to 72 °F). Then mix the sample in the bag shaking thoroughly. Transfer a sample slowly to clean, dry glass funnel having a stem 100 mm (4 in.) in length, with a 9.5 mm ($^3/_8$ in.) inside diameter stem entrance opening and a minimum exit opening of 6 mm ($^1/_4$ in.). The entire sample shall flow freely through the funnel without stoppage. When first introduced into the funnel, if the sphere clogs, it is permissible to lightly tap the funnel to initiate the flow.

(b) Glass Beads for Waterborne Paint. The beads shall be transparent, clear colorless glass, smooth and spherically shaped, free of milkiness, pits or excessive bubbles.

The glass beads shall have a minimum of 80% rounds per screen for the two highest sieve quantities. The remaining sieve fractions shall be no less than 75% rounds. Beads shall be tested for roundness using ASTM D1155.

The glass beads shall have no more than 3% angular particles per screen (determined visually). Angular particles are defined as particles with sharp edges.

The glass beads shall also conform to Federal Specification TT-P-1325—Beads (Glass Spheres) Retroreflective.

Apply an embedment coating material to the glass beads during the process of bead manufacture. The embedment coating material shall enhance the beads embedment properties in waterborne traffic paint. The beads shall be tested for an embedment coating by any approved method using Dansyl Chloride.

The glass beads shall have a refractive index of 1.50 minimum as determined by the liquid immersion method (Becke Line Method or equal) at 25 ± 5 °C (77 ± 9 °F).

Use Type A glass beads with Type I waterborne paint, and Type B glass beads with Type II waterborne paint.

When tested according to ASTM D1214, the beads delivered shall conform to the following gradations:

Type A

Sieve Size	% Retained by Mass
850 µm (No. 20)	3-10
600 µm (No. 30)	20-40
450 µm (No. 40)	30-50
300 µm (No. 50)	15-35
180 µm (No. 80)	0-10

Type B

Sieve Size	% Retained by Mass
1.70 mm (No. 12)	0
1.40 mm (No. 14)	0-5
1.18 mm (No. 16)	5-20
1.00 mm (No. 18)	40-80
850 µm (No. 20)	10-40
710 µm (No. 25)	0-5
Pan	0-2

SECTION 731

ENGINEERING FABRICS

SCOPE

731.01.01 Materials Covered. Engineering fabrics shall include pavement reinforcing fabric and any additional fabric types that may be specified in the Special Provisions.

Furnish engineering fabrics in protective covers capable of protecting the fabric from ultraviolet rays, abrasion, and water.

REQUIREMENTS

731.02.01 Certificates. Furnish a Certificate of Compliance for each type of engineering fabric used on the project according to Subsection 106.05.

PHYSICAL PROPERTIES AND TESTS

731.03.01 Pavement Reinforcing Fabric. Manufacture pavement reinforcing fabric from polyester, polypropylene, or polypropylene-nylon material. The fabric shall be nonwoven, and shall conform to the following:

TEST	TEST METHOD	REQUIREMENT
Mass	ASTM D3776	100-270 g/m^2 (3.0-8.0 oz/yd^2)
Grab Tensile Strength 25 mm (1 in.) Grip	ASTM D4632	400 N (90 lb) Minimum
Elongation at Break	ASTM D4632	40%
Fabric Thickness	ASTM D1777	0.3-2.5 mm (12-100 mil)

SECTION 732

PAVEMENT MARKING FILM

SCOPE

732.01.01 Material Covered. This specification covers the quality requirements for pavement marking tape and thermoplastic marking material.

REQUIREMENTS

732.02.01 Certificates. Furnish a Certificate of Compliance for the pavement marking film according to Subsection 106.05.

PHYSICAL PROPERTIES AND TESTS

732.03.01 Pavement Marking Tape (Type 1). The Type 1 film shall conform to ASTM D4505, Type I, Grade B.

732.03.02 Pavement Marking Tape (Type 2). The Type 2 film shall conform to ASTM D4505, Type VI, Grade B.

732.03.03 Pavement Marking Tape (Type 4). The Type 4 film shall conform to ASTM D4505, Type VII, Grade B.

732.03.04 Thermoplastic.

(a) Hot Applied Thermoplastic. Hot applied thermoplastic marking material shall conform to AASHTO M249 except as modified by the following:

1. In paragraph 3.1.2 of AASHTO M249, add the following:

   The resin shall be composed of alkyd resins wherein a minimum of 70% by mass of the combined resin, filler, and pigment shall be modified glycerol ester of rosin.

2. In paragraph 4.3 of AASHTO M249 add the following physical characteristics:

   The infrared spectra of the extracted resin will be compared to the characteristic absorption bands of maleic modified glycerol ester of rosin.

3. In paragraph 4.3.1 of AASHTO M249, add the following:

   The yellow color may also conform to Federal Test Standard No. 595B, Color No. 13655.

   The material shall be capable of being applied at a temperature between 190 °C to 230 °C (375 °F to 450 °F) and to the required thickness without excessive overspray, running or deformation of the edges. The marking compound shall contain glass beads and shall have a top dressing of glass beads applied. The thermoplastic material shall be capable of bearing traffic within 5 minutes after application and show no deformation or flaking at temperatures between –23 °C to 60 °C (–10 °F to 140 °F).

(b) Preformed Thermoplastic. The preformed thermoplastic material shall conform to the following:

1. Composition. The thermoplastic material shall conform to AASHTO M249 with the exception of the relevant differences due to the material being preformed, and the following specifications. The preformed thermoplastic pavement markings shall consist of a homogeneous mixture of resins, fillers, pigments, and glass beads. The resin shall be the alkyd type thermoplastic composed of a modified ester rosin.

   The infrared spectra of the extracted resin will be compared to the characteristic absorption bands of maleic modified glycerol ester of rosin.

2. Glass Beads. The markings shall contain a minimum of 30% glass spheres which shall conform to AASHTO M247, Type 1, except that glass spheres shall have a minimum of 70% true spheres on each sieve and 80% true spheres overall.

3. Reflectivity Retention. The glass beads shall be homogeneously blended throughout the material with a securely bonded protruding exposed layer of beads that provide immediate retroreflectivity. No additional glass beads shall be needed to be dropped on the material during application to obtain the necessary retroreflectivity.

4. Retroreflectivity. The preformed markings shall upon application exhibit uniform adequate nighttime retroreflectivity. At 86° 30' incidence angle and 1° 30' divergence angle, the markings shall have average minimum intensities of 300 millicandelas for white and 170 millicandelas for yellow as measured with an approved retroreflectometer listed in the Subsection 632.02.05 of the QPL.

5. Color Characteristics. The thermoplastic material without glass beads shall meet the following:

   White: Daylight reflectance at 45°/0° of 75% minimum.

   Yellow: Daylight reflectance at 45°/0° of 45% minimum.

   The daylight reflectance shall not change significantly when the preformed thermoplastic is properly applied to the roadway surface.

   The color pigments shall be selected and blended to provide a marking film which is white or yellow conforming to standard highway colors through the expected life of the film. The yellow color shall conform to Federal Test Standard No. 595B, Color No. 13538 or 13655.

6. Skid Resistance. The surface of the preformed thermoplastic markings shall provide a minimum resistance value of 45 BPN when tested according to ASTM E303.

7. Thickness. The supplied material shall have a minimum thickness of 3.15 mm (0.125 in.).

8. Tensile Strength. The preformed thermoplastic film shall have a minimum tensile strength of 1,030 kPa (150 psi) of cross section, at 3.15 mm (0.125 in.) thickness, when tested according to ASTM D638 except that a sample 150 mm x 25 mm (6 in. x 1 in.) shall be tested at a temperature between 21 °C and 27 °C (70 °F and 80 °F) using a jaw speed of 250 mm to 300 mm (10 in. to 12 in.) per minute.

9. Flexibility. The preformed thermoplastic marking material shall have flexibility at 10 °C (50 °F) such that when a 25 mm x 150 mm (1 in. x 6 in.) sample is bent through an arc of 90° at a uniform rate in 10 seconds (9° per second) over a 25 mm (1 in.) mandrel, no cracking occurs in the test sample. The sample must be conditioned prior to testing at 10 ± 1 °C (50 ± 2 °F) for a minimum of 4 hours. At least two specimens tested must meet the flexibility requirements at 10 °C (50 °F) for a passing result.

10. Environmental Resistance. The applied markings shall be resistant to deterioration due to exposure to sunlight, water, oil, diesel fuel, gasoline, pavement oil content, salt, and adverse weather conditions.

11. Effective Performance Life. When properly applied the pavement markings shall be neat and durable. The markings shall remain reflective and show no fading, lifting, shrinkage, tearing, roll back or other signs of poor adhesion.

12. Oil/Grease Resistant Testing. The thermoplastic material shall not dissolve or smear after rubbing a small amount of motor oil on a small piece of preformed thermoplastic for 2 minutes.

13. Bond Strength. The material shall exhibit a bond strength to a Portland cement concrete of a minimum of 1.24 MPa (180 psi) when tested at 23 ± 3 °C (73 ± 6 °F) according to ASTM D4796.

14. Packaging. The preformed thermoplastic marking materials, for use as transverse or longitudinal markings as well as legends, arrows, and symbols shall be available in rolls. The material shall be packaged in suitable cartons clearly labeled for ease of identifying the contents. The batch or lot number(s) of the material, and month and year the material is packaged shall be stenciled or embossed on the container or included on the label. The preformed thermoplastic material shall be suitable for use for one year after receipt when stored according with the manufacturer's recommendations.

15. Handling. The preformed thermoplastic markings shall not be brittle and must be sufficiently cohesive and flexible at temperatures exceeding 10 °C (50 °F) for one person to carry without danger of fracturing the material before installation.

16. Durability. The preformed thermoplastic pavement markings shall be capable of conforming to pavement contours, breaks, and faults through the action of traffic at normal pavement temperatures. The markings shall have resealing characteristics such that it is capable of fusing with itself and previously applied thermoplastic when heated with a propane-type torch.

APPENDIX

METRIC INFORMATION

DEFINITIONS

Soft conversion is an exact conversion of the English Unit. Hard conversion is a close approximation of the English unit but is rounded logically in the metric system.

Basic Dimensions

millimeter .....(mm)
meter .....(m)
square meter .....(m^2)
cubic meter .....(m^3)
Liter .....(L)
Pascal.....(Pa)
kilopascal.....(kPa)
Megapascal .....(MPa)
Newton.....(N)
kilonewton .....(kN)
Joule.....(J)
degree celsius.....(°C)
gram.....(g)
kilogram .....(kg)
metric ton.....metric ton
kilogram per square meter .....(kg/m^2)

Prefixes

deci (d)	10^{-1}	one tenth
centi (c)	10^{-2}	one hundredth
milli (m)	10^{-3}	one thousandth
mirco (μ)	10^{-6}	one millionth
nano (n)	10^{-9}	one billionth
deca (da)	10^{1}	ten
hecto (h)	10^{2}	one hundred
kilo (k)	10^{3}	one thousand
Mega (M)	10^{6}	one million
Giga (G)	10^{9}	one billion

Metric Measurements

Lengths = millimeters, meters, kilometers
Areas = square meters or hectare (10,000 square meters)
Volume = Liters or cubic meters
Mass = kilograms, metric tons
Force = Newton ($N = kg \cdot m/s^2$)
Pressure, stress = Pascal ($Pa = N/m^2$)
Energy, Work = Joule ($J = N \cdot m$)
Torque = Newton meter ($N \cdot m$)
Speed, Velocity = meters/second, kilometers/hour
Acceleration = meters/second squared, kilometers/hour squared
Density = Newton/meter cubed
Temperature = Celsius
Power = Watt ($W = J/s$)

APPENDIX

CONVERSIONS

Conversions	From English	To Metric	Multiply Quantity Units By
LENGTHS:			
	in.	mm	25.4
	ft	mm	304.8
	ft	m	0.3048
	yd	m	0.9144
	mile	km	1.609344
	mile	m	1609.344
	in./mile	mm/km	15.7828
AREAS:			
	$in.^2$	mm^2	645.16
	ft^2	m^2	0.092903
	yd^2	m^2	0.836127
	acre	m^2	4046.856
	acre	ha	0.404685
	square mile	km^2	2.59
VOLUME:			
	$in.^3$	mm^3	16387.06
	ft^3	m^3	0.028316
	yd^3	m^3	0.764555
	gallon	L	3.78541
	gal/yd	L/m	4.1398
	gal/yd^2	L/m^2	4.5273
	gal/yd^3	L/m^3	4.9511
	gal/acre	L/ha	9.354
	gal/ton	L/metric ton	4.1726
MASSES:			
	ounces	g	28.349523
	pound	kg	0.453592
	kip (1,000 lb)	metric ton	0.453592
	ton	metric ton	0.9072
FORCES:			
	pound	N	4.44822
	kip	kN	4.44822
FORCE/UNIT LENGTH:			
	lb/ft	N/m	14.5939
	lb/in.	N/mm	0.1751
PRESSURE, STRESS:			
	lb/ft^2	Pa	47.8803
	$kips/ft^2$	kPa	47.8803
	$lb/in.^2$	kPa	6.89476
	$lb/in.^2$	MPa	0.006895
	$kips/in.^2$	MPa	6.89476
ENERGY:			
	ft pound	J	1.35582
MASSES/LENGTH			
	$ounces/yd^2$	kg/m^2	0.0339057
	lb/ft^2	kg/m^2	4.8824
	lb/yd^2	kg/m^2	0.5425
	lb/ft^3	kg/m^3	16.0185
	lb/yd^3	kg/m^3	0.5933
	lb/acre	kg/ha	1.1208
	ton/acre	metric ton/ha	2.2417
TEMPERATURE:			
	$(°F - 32)/1.8 = °C$		

INDEX OF SUBJECTS

— A —

PAGE

Abbreviations . . . 1
Acceptance and final payment . . . 24, 75
Accommodations for public traffic . . . 417
Admixtures:
- Portland cement concrete . . . 188, 209, 473
- Grout, prestressed concrete members . . . 256

Advertisement . . . 2
Aggregate:
- Base courses . . . 133
- Bituminous courses:
  - Plantmix bituminous open-graded surface . . . 496
  - Plantmix bituminous surface . . . 495
  - Sand blotter . . . 497
  - Screenings . . . 497
- Drain backfill . . . 491
- Portland cement products:
  - Coarse . . . 499
  - Combined . . . 499
  - Fine . . . 503
  - Grout and mortar aggregate . . . 503
  - Lightweight . . . 501
- Portland cement treated base . . . 493
- Riprap bedding . . . 505
- Shouldering Material . . . 493

Air-entraining admixtures . . . 473
Alterations, contract . . . 17
Altered quantities . . . 17, 25
Aluminum alloy:
- Barbed wire . . . 538
- Bridge rail . . . 515
- Hardware for signs . . . 527

Aluminum sheets:
- Culvert markers and guide posts . . . 533
- Sign panels . . . 525

Anchor assemblies, downdrains . . . 325
Anchor bolts:
- Rail posts . . . 284
- Signs . . . 526

Anchorages, prestressed concrete members . . . 253
Asphalt cement:
- Average masses and volumes table . . . 67
- Specifications tables . . . 476

Asphalt emulsions:
- Average masses and volumes table . . . 67
- Anionic, specifications table for . . . 486
- Cationic, specifications table for . . . 484
- Latex modified, specifications table for . . . 487

Asphalt escalation . . . 161
Asphalt for waterproofing and dampproofing . . . 463
Assignment of contract . . . 53
Authority and duties of:
- Engineer . . . 21, 23, 63
- Inspector . . . 23
- Resident Engineer . . . 23
- Superintendent . . . 22

Award . . . 15

— B —

PAGE

Backfill:
- Abutments . . . 102
- Compaction . . . 102
- Culverts . . . 102
- Drain . . . 107
- Excavated materials, backfill with . . . 83, 85, 100
- Granular . . . 101
- Holes . . . 83
- Irrigation systems . . . 128
- Mechanically stabilized earth backfill . . . 456, 459

Barricades . . . 423, 426

Barrier rails:
- Permanent concrete barrier rail . . . 243
- Portable precast concrete barrier rail . . . 244, 423

Bearing and anchorage, steel structures . . . 285

Bearing devices, concrete structures . . . 237

Bidders:
- Award of contract . . . 15
- Bond . . . 15
- Disqualification of . . . 10
- Examination of plans . . . 8
- Licensing of . . . 7
- Material guaranty . . . 11
- Notice to Contractors . . . 7
- Prequalification . . . 7
- Proposal . . . 7

Bidding requirements and conditions . . . 7

Bids:
- Combination or conditional . . . 11
- Irregular . . . 9
- Price adjustments . . . 17
- Rejection of . . . 10, 15

Bituminous courses, aggregates for . . . 495

Bituminous materials . . . 475
- Asphalt cements . . . 475
- Emulsified asphalt . . . 483
  - Anionic . . . 486
  - Cationic . . . 484
  - Latex modified . . . 487
- Liquid asphalts . . . 480
- Prime coat . . . 179
- Refinery test report . . . 475
- Samples and tests . . . 33
- Schedule of liquidated damages . . . 68
- Seal coat . . . 181
- Surface treatment . . . 183
- Tack coat . . . 177

Bituminous mixing plant requirements . . . 151, 156

Bituminous mixtures, hauling equipment for . . . 155

Bituminous open-graded plantmix surface . . . 169
- Aggregates . . . 496
- Compaction . . . 170
- Construction methods . . . 169
- Joints . . . 169
- Materials . . . 169
- Milled rumble strips . . . 169
- Rollers . . . 169
- Surface tolerances . . . 169

Bituminous pavers . . . 155

Bituminous plantmix mixtures, composition of . . . 147

PAGE
Bituminous plantmix surface . . . 163
Aggregates . . . 495
Compaction . . . 165
Construction methods . . . 163
Job mix formula . . . 148
Joints . . . 159
Marination of aggregates . . . 157
Materials . . . 163
Preparation of aggregates . . . 156
Rollers . . . 163
Samples and tests . . . 33
Spreading and finishing . . . 164
Surface tolerances . . . 164
Temperature requirements . . . 150
Weather limitations . . . 156
Blasting . . . 41, 46, 88
Bolts and bolted connections . . . 273
Bonded grout finish, concrete structures . . . 242, 547
Bonds, contract . . . 2, 15
Surety . . . 6, 15
Borrow . . . 87, 89
Bridge rail, aluminum for . . . 515
Bridge deck:
Finishing . . . 239
Repair . . . 238
Bridges:
Concrete (see Concrete structures)
Extensions of existing . . . 84
Load and speed restrictions on new . . . 24
Removal of . . . 83
Steel (see Steel structures)
Bronze castings . . . 515
Buy American . . . 37

— C —

Calendar day . . . 2
Cast aluminum alloy . . . 515
Castings . . . 515
Catch basins, manholes and inlets . . . 327
Cattle guards . . . 353
Cement, Portland . . . 471
Cement treated base . . . 135
Certificates of compliance . . . 36
Certificates of insurance . . . 43
Change order . . . 3, 17, 26, 33, 68
Changeable message signs . . . 424
Changes in character of work . . . 17, 25
Character of workers; methods and equipment . . . 60
Cited specifications . . . 36
Claims for adjustment and disputes . . . 25
Clearing and grubbing . . . 81
Cofferdams . . . 231
Cold recycled bituminous surface . . . 171
Composition of mixtures . . . 171
Equipment . . . 172
Spreading, compacting and finishing . . . 173
Weather limitations . . . 173
Collusion among bidders . . . 10
Combination or conditional bids . . . 11
Commencement of work . . . 55
Commercial mineral filler . . . 497
Compaction (see also Rollers and rolling):
Aggregate base courses . . . 134

Compaction (see also Rollers and rolling)—*Continued* PAGE
Backfill . . . 102
Basements and cavities left by structure removal . . . 83
Cold recycled bituminous surface . . . 173
Concrete placed in concrete structures . . . 232
Drain backfill . . . 107
Embankment . . . 91
Erosion control . . . 111
Foundation fill . . . 105
Plantmix bituminous surface . . . 165
Plantmix open-graded surface . . . 170
Portland cement concrete pavement . . . 192
Portland cement treated base . . . 138
Roadbed modification . . . 142
Rock embankment . . . 91
Shouldering material . . . 145
Topsoil, erosion control . . . 111
Completion of work:
Failure to complete on time . . . 62
Termination of contractor's liability . . . 63
Concrete:
Handling and placing . . . 232
Making properties:
Lightweight concrete . . . 261
Portland cement concrete . . . 210
Mixers . . . 217
Mixing . . . 192, 217, 232
On-site mixed . . . 217
Ready-mixed . . . 217
Concrete curbs, gutters, sidewalks, and ramps . . . 335
Concrete curing materials and admixtures . . . 473
Concrete slope paving . . . 333
Concrete structures:
Barrier rail . . . 243
Bearing devices . . . 237
Surface finishes . . . 241
Culverts (see also Culverts) . . . 233, 245
Curbs, gutters, sidewalks, and ramps . . . 335
Curing . . . 238
Elastomeric bearing pads . . . 237
Expansion and fixed joints and bearings . . . 236
Falsework . . . 226, 228
Finishing . . . 239, 547
Forms . . . 225
Joints . . . 234, 236
Lightweight concrete . . . 261
Load restrictions . . . 243
Materials . . . 223
Mixing concrete . . . 232
Patching . . . 238
Placing concrete . . . 232
Precast concrete box culverts . . . 245
Precast concrete piles . . . 287
Reinforcement . . . 231
Removal of falsework and forms . . . 235
Repair of concrete bridge deck . . . 238
Tremie or concrete pump . . . 234
Vibrators, provisions for . . . 232
Waterstops . . . 236
Conduit:
Irrigation systems . . . 545
Signals and lighting . . . 378
Construction signs . . . 423
Construction stakes, lines, and grades . . . 23

PAGE

Contract:
- Alterations . . . 17
- Assignment of . . . 53
- Award and execution of . . . 15, 16
- Bond . . . 15
- Changes in work . . . 17, 25
- Completion . . . 63
- Contents . . . 2
- Default and termination of . . . 62
- Examination of documents . . . 8
- Execution and approval of . . . 16
- Failure to execute . . . 16
- Intent of . . . 17
- Item . . . 3, 4
- Modification . . . 21, 25
- Specialty items . . . 54
- Subletting of . . . 53
- Termination of . . . 62
- Time:
  - Commencement of . . . 55, 61
  - Completion of . . . 61
  - Defined . . . 3
  - Determination and extension of . . . 61
  - Failure to complete work on . . . 62

Contractor:
- Cooperation . . . 22
  - Between contractors . . . 22
  - During inspections . . . 23
  - With utilities . . . 22
- Failure to execute work . . . 21, 62
- Federal-aid projects, qualifications . . . 7
- Financial ability and experience, statement of . . . 7
- Licensing . . . 39
- Payments to . . . 67
- Payroll and statement of compliance, submission . . . 39
- Permits, licenses and taxes . . . 39
- Prequalification of . . . 7
- Public liability and property damage insurance . . . 43
- Legal relations and responsibilities . . . 50
- Value engineering proposals . . . 25

Control of material . . . 27
Control of work . . . 21
Conversion table from English to metric . . . 570
Coordination of plans, specifications, supplemental specifications, and special provisions . . . 22
Crack and seating Portland cement concrete pavement . . . 206
Crack sealing . . . 465
Culverts:
- Concrete structures . . . 223
- Corrugated metal pipe and metal arch pipe . . . 313
- Downdrains . . . 323
- Underdrains . . . 325
- Plastic pipe . . . 315
- Pipe culverts—type of material optional . . . 305
- Pipe culverts—general . . . 307
- Precast concrete box culverts . . . 245
- Reinforced concrete pipe . . . 309
- Structural plate pipe and pipe arch culverts . . . 319

Curbs, gutters and sidewalks . . . 335
Curing materials . . . 473
Curing:
- Portland cement concrete . . . 219
- Prestressed concrete members . . . 256
- Portland cement concrete pavement . . . 200

— D —

PAGE

Damage claims, contractor's responsibility for . . . 46
Damage to work, contractor's responsibility for . . . 49, 63
Dampproofing . . . 463
Day, calendar . . . 2
Day, working . . . 6
Default and termination of contract . . . 62
Defective work and materials, contractor's responsibility for . . . 49
Definitions and terms . . . 1
Delays in completion of work . . . 61
  Adjustment of contract time . . . 61
  Due to cooperation with utilities . . . 22
  Due to preservation of artifacts and archeological and paleontological objects . . . 47
  Right of way . . . 63
Department . . . 3
Determination and extension of contract time . . . 61
Detours . . . 418
Detours, arrangements for . . . 18, 426
Dewatering, structure excavation . . . 99
Disadvantaged business enterprise . . . 3
  Certification and bidding requirements . . . 11
  Verification and award requirements . . . 16
Disposal of materials . . . 85
  Clearing and grubbing . . . 81
  Outside highway right-of-way . . . 47
Disqualification of bidders . . . 10
Distributors . . . 177
Ditch and channel excavation . . . 87, 89
Downdrains . . . 325
  Embankment protectors . . . 325
Drain valves, irrigation systems . . . 125
Drainage:
  Excavation . . . 87
  During roadway construction . . . 89
Drains, slotted corrugated metal pipe . . . 314
Drawings, working . . . 6, 21
Drilled shaft foundations . . . 295
  Casings . . . 297
  Concrete placement . . . 300
  Construction methods . . . 296
  Construction tolerances . . . 299
  Crosshole sonic log (CSL) testing . . . 301
  Excavation and drilling equipment . . . 296
  Excavations . . . 297
  Load testing . . . 302
  Qualifications of drilled shaft contractors . . . 295
  Reinforcing steel cage construction and placement . . . 300
  Slurry . . . 298
  Submittals . . . 295
  Tremies . . . 301
Driven piles . . . 287
  Approval of pile driving equipment . . . 288
  Concrete filled steel shell and pipe piles . . . 292
  Damaged or defective piles . . . 293
  Driving . . . 289
  Equipment . . . 287
  Load testing . . . 290
  Precast concrete piles . . . 292
  Steel piles . . . 292
  Timber piles . . . 293

PAGE
Dust control 50, 109, 449
Dust palliative 450

— E —

Elastomeric bearing pads 237, 285, 541
Elastomeric concrete 223
Elastomeric joint seal, preformed 237
Embankment, excavation and 87
Emulsified asphalts 483
End sections, pipe culverts 305, 307
Engineer 3
  Authority of 21, 23, 63
  Decisions of 21
  Inspection by 23
  Resident, authority and duties of 23
Engineering 79
Engineering fabrics 565
Environmental and cultural resource clearances 29, 48
Epoxy 549
  Bonding concrete 550
  Bonding pavement markers 440
  Sealing inductive loops 550
Equipment (see also Rollers; Truck mixers; Vibrators):
  Concrete structure construction 232
  Drilled shaft foundations 296
  Equipment hours 67, 69
  Excavation and embankment 91
  Idle time 67
  Parking 58
  Pile driving 287
  Portland cement concrete construction 189, 213
  Rental 67, 69, 419
  Requirements 60
  Substitute equipment 60
Erection methods, steel structures 284
Erosion control 111
  Applying tackifier 112
  Hydro-seeding 112
  Placement of topsoil 111
  Placing erosion control fabric 113
  Seeding and fertilizing 111
  Spreading mulch 112
  Surface preparation 111
Escalation:
  Asphalt 161
  Fuel 70
Excavation and embankment 87
  Foundation areas 89
  Embankment material 90
  Placing embankment 90
  Blasting 88
  Borrow 87, 89
  Channel excavation 87
  Compaction 91
  Drainage excavation 87, 89
  Overbreak 88, 93
  Placing embankment 90
  Roadway excavation 87
  Rock cuts 88
  Rock materials 90
  Selected material 88
  Slides and slipouts 89, 94

Excavation and embankment—*Continued* PAGE
Slopes . . . 88
Surplus material . . . 88, 94
Unsuitable material . . . 88, 93
Widening cuts . . . 93
Excavation, structure . . . 99
Expansion and fixed joints and bearings . . . 236
Explosives, use of . . . 46
Extension of contract time . . . 61
Extra and force account work . . . 68
Extra work . . . 18

— F —

Fabric:
Erosion control . . . 113, 545
Pavement reinforcing . . . 159, 565
Engineering . . . 565
Failure:
To complete work on time . . . 62
To execute contract . . . 16
To execute work . . . 21
To maintain roadway or structure . . . 24
Falsework, concrete structures . . . 228, 235
Falsework lighting . . . 412
Falsework, steel structures . . . 284
Federal aid provisions . . . 39
Bidder's requirements . . . 7
Fence materials . . . 537
Fencing . . . 349
Standard . . . 350
Chain link . . . 350
Gates . . . 351
Temporary fencing . . . 58
Fertilizers and additives, landscaping . . . 119, 543
Fertilizing, seeding and . . . 111
Filled joints, concrete structures . . . 236
Final:
Inspection and acceptance . . . 24
Cleanup . . . 19
Payment . . . 75
Finishing:
Cold recycled bituminous surface . . . 173
Concrete structures . . . 239
Plantmix bituminous pavements . . . 158
Pneumatically placed concrete mortar . . . 470
Portland cement concrete pavements . . . 197
Roadbed modification . . . 142
Fire hydrants, access to . . . 50
Flaggers . . . 418
Force account work . . . 68
Forest protection . . . 47
Forms:
Concrete structures . . . 225
Curbs and gutters . . . 335
Portland cement concrete pavement . . . 191, 192
Prestressed concrete members . . . 253
Foundation for embankment . . . 89
Foundation fill . . . 105
Fuel escalation . . . 70

— G —

Galvanizing 521

Galvanizing—*Continued* PAGE
Fence materials . . . 537
Guardrail rail elements . . . 531
Guide posts . . . 533
Hardware . . . 521
Signals and lighting standards . . . 367
Gaskets . . . 507
Gates . . . 351, 538
Grades and lines, construction stakes . . . 23
Grading operations . . . 87
Granular backfill . . . 101
Gray iron castings . . . 515
Grout aggregate . . . 503
Grouted riprap . . . 331, 505
Guardrail . . . 355
Guardrail materials . . . 531
Guide posts . . . 359, 533

— H —

Hardware:
Guardrail . . . 531
Timber . . . 530
Sign . . . 527
Hauling equipment:
Compliance with laws and regulations . . . 24, 58
Contractor's responsibility for damage caused by . . . 24
Hay or straw mulch materials . . . 544
Headwalls:
Pipe culvert . . . 307
Placing concrete in . . . 223
Structural plate pipe . . . 320
Health, safety, and sanitary provisions . . . 40
High strength steel . . . 513
High strength bolts . . . 274, 513
Holes:
In structural steel . . . 273, 283
For drilled shafts . . . 297
Holidays . . . 4
Humus . . . 544

— I —

Injury to persons, compensation for . . . 46
Inlets, catch basins, manholes and . . . 327
Inspection:
By Engineer . . . 23
By Federal agencies . . . 39
Erosion control materials . . . 543
Final . . . 24
Plant material, landscaping . . . 115, 116
Plant . . . 37
Structural steel . . . 272
Timber and piling . . . 529
Welds . . . 277
Work and materials . . . 23, 37
Inspector, authority and duties of . . . 23
Insurance, liability . . . 43
Interpretation of plans and specifications . . . 21, 22
Iron castings . . . 515
Irregular proposals . . . 9
Irrigation systems . . . 123
Adjusting . . . 128
Automatic controllers . . . 123

Irrigation systems—*Continued* PAGE
Backflow preventers . . . 124
Bedding and backfilling . . . 123, 128
Control tubing . . . 123
Control valves . . . 124
Drain valves . . . 125
Flushing and testing . . . 128
Gate valves . . . 124
Hose bibs . . . 125
Jointing, steel pipe . . . 127
Pipe and fittings . . . 545
Quick coupler valves . . . 124
Sprinkler heads . . . 123
Vacuum breakers . . . 125
Valve boxes . . . 124
Valve protection sleeves . . . 124

— J —

Jacked pipes . . . 307
Jacked conduit . . . 380
Joint material . . . 507
Joints:
Concrete structures . . . 234, 236
Corrugated metal pipe siphons . . . 314
Curbs and gutters . . . 335
Plantmix bituminous pavements . . . 159
Plastic pipe . . . 316
Portland cement concrete pavement . . . 193
Portland cement treated base . . . 138
Precast concrete box culverts . . . 246
Reinforced concrete pipe . . . 310

— L —

Labor:
Claims, responsibility for . . . 46
Fair Labor Standards Act . . . 39
Surcharge . . . 69
Landscaping (see also Roadside materials) . . . 115
Fertilizers and additives . . . 119
Handling and shipping of materials . . . 115
Inspection of plant material . . . 116
Nomenclature . . . 115
Plant establishment work . . . 120
Plant materials, quality of . . . 115, 543, 545
Planting . . . 117
Planting areas, preparation of . . . 116
Protection of existing . . . 119
Pruning . . . 119
Replacements of plants . . . 119
Staking and guying . . . 118
Storage, temporary . . . 116
Substitution of plants . . . 116
Watering . . . 119
Laws to be observed . . . 39
Legal relations and responsibility . . . 39
Liability insurance . . . 43
Licenses, permits and taxes . . . 39
Lightweight, aggregates . . . 501
Lightweight concrete for structures . . . 261
Limitation of operations . . . 57
Lines and grades, construction stakes . . . 23
Liquid asphalts . . . 480

PAGE
Live loads, concrete structures . . . 243
Load and speed restrictions . . . 24
Local materials . . . 27
Local material sources . . . 29
Arrangements with property owners . . . 29, 32
Contractor-furnished sources . . . 33
Department-furnished sources . . . 32
Hauling over local, public, or private roads or property . . . 28
Owned by U.S. Government . . . 28, 33
Protection of surface natural resources and improvements . . . 31
Samples and tests . . . 33
Sites, requirements . . . 27
Visual analysis and erosion control studies . . . 29
Lumber:
For landscaping . . . 116
Preservative treatments for . . . 345
Quality requirements for . . . 529

— M —

Maintenance:
During construction . . . 24
Embankment material . . . 93
Of traffic . . . 18
Relief from . . . 48
Roadway or structure, failure to maintain . . . 24
Major contract item . . . 4
Manholes, inlets, and catch basins . . . 327
Manufacturers' warranties or guaranties . . . 27
Marination . . . 157
Marking film, pavement . . . 443, 567
Masses of:
Asphalts . . . 67
Reinforcing steel . . . 269
Structural steel . . . 285
Masonry blocks . . . 546
Masonry retaining wall . . . 455, 457
Materials:
Accompanied by certificate of compliance . . . 36
Contractor's responsibility for . . . 49
Control of . . . 27
Damaged . . . 49
Defective materials, rejection . . . 23
Delay in furnishing critical materials . . . 62
Department furnished . . . 37
Details . . . 471
Disposal of . . . 47, 83
Foreign . . . 37
Guaranty by bidder . . . 11
Handling of . . . 37
Inspections . . . 23, 33, 37
Removing and replacing . . . 23
Rights in and use of materials found on the work . . . 19
Samples and tests . . . 33
Storage of . . . 37, 49, 58
Surplus, excavated . . . 88
Unacceptable . . . 37
Measurement and payment . . . 65
Metal pipe and drains . . . 511
Methods and equipment . . . 60
Milled rumble strips . . . 169
Mineral filler, commercial . . . 497
Miscellaneous areas, plantmixing . . . 159

PAGE
Miscellaneous metals . . . 515
Mixing methods for:
Bituminous mixtures . . . 151, 158
Cold recycled bituminous surface . . . 173
Concrete pavement . . . 192
Concrete structures . . . 217, 232
Lightweight concrete . . . 262
Roadbed modification . . . 142
Mobilization . . . 433
Monuments . . . 361
Protection of by contractor . . . 46
Mortar:
Aggregate . . . 503
Pneumatically placed . . . 469
Joint, for reinforced concrete pipe . . . 310
Masonry retaining wall . . . 457
Patching concrete structures . . . 238
Mulch materials . . . 111, 544

— N —

Notices:
Award of contract . . . 15
Claims for additional compensation . . . 25
Delay, neglect, or default . . . 62
Discontinuance of work, resuming operations . . . 57
Failure of contractor to execute work . . . 21
Final acceptance, date of . . . 24
Railroad, beginning work in proximity of . . . 40
To contractors . . . 7
To proceed . . . 55
Nuts:
For signs . . . 527
For steel structures . . . 274

— O —

Object markers and guide posts . . . 359
Obstructions, removal of structures and . . . 83
On-site mixed concrete . . . 217
Opening of proposals, public . . . 10
Open-graded surface, plantmix bituminous . . . 169
Overhaul . . . 97

— P —

Pads, elastomeric bearing . . . 237, 541
Paint . . . 519
Paint, traffic . . . 553
Painting . . . 339
Materials . . . 339, 519
Steel structures . . . 284, 285, 339
Structural steel . . . 342
Timber . . . 344
Partial payments . . . 72
Patching, concrete structures . . . 238
Patents . . . 39
Pavement markers . . . 439
Pavement markings:
Markers . . . 439
Marking film . . . 443, 567
Painted . . . 435, 553
Temporary paint . . . 447, 553

Pavement markings—*Continued* PAGE
Temporary tape . . . 445
Pavement marking film . . . 443, 567
Pavement reinforcing fabric . . . 159, 565
Pavements, bituminous plantmix . . . 147
Aggregates . . . 495
Bituminous materials . . . 475
Composition of mixtures . . . 147
Hauling equipment . . . 155
Joints . . . 159
Mixing . . . 158
Mixing plants . . . 151, 158
Pavers . . . 155
Preparation of aggregates . . . 156
Rollers . . . 155
Rolling . . . 159
Spreading and finishing . . . 158
Surface tolerances . . . 159
Pavements, Portland cement concrete . . . 187
Admixtures . . . 188
Aggregates . . . 187, 188
Batch plant and equipment . . . 189
Classification and proportions . . . 188
Compaction of . . . 192
Compressive strength . . . 188, 203
Crack and seating . . . 206
Curing . . . 200
Dowels . . . 194
Equipment . . . 189
Fast track paving . . . 201
Finishing . . . 197
Forms . . . 191
Joints . . . 193
Mixers . . . 190
Mixing . . . 192
Placing . . . 192
Properties and tests . . . 187
Protection of pavement . . . 200
Reinforcement . . . 192
Riding tolerances . . . 199
Rubblizing . . . 205
Spreading, compacting and shaping . . . 192
Pavers, bituminous . . . 155
Payment:
Claims, contractor's guarantee of payment . . . 46
Extra work . . . 68
Final acceptance and . . . 75
Force account . . . 68
Measurement and . . . 65
Partial . . . 72
Scope of . . . 67
Permanent concrete barrier rail . . . 243
Permits, licenses, and taxes . . . 39
Piling (see Driven piles and/or Drilled shaft foundations)
Pilot cars . . . 419
Pipe (see also Culverts):
Clay pipes . . . 509
Concrete and plastic . . . 509
Corrugated aluminum pipe . . . 511
Corrugated metal pipe and metal arch pipe . . . 313
Corrugated steel pipe . . . 511
Corrugated polyethylene pipe . . . 315, 323, 325, 509
Culvert pipes . . . 305
Irrigation pipe . . . 545
Metal pipe and drains . . . 511

Pipe (see also Culverts)—*Continued* PAGE
Perforated:
Concrete pipe . . . 509
Metal pipe . . . 511
Plastic pipe . . . 315
Polyvinyl chloride (PVC) pipe . . . 545
Reinforced concrete pipe . . . 309
Structural plate pipe and pipe arch culverts . . . 319
Underdrains, pipes for . . . 323, 509
Welded seamless steel pipes . . . 513
Pits:
Borrow pits . . . 87, 89
Excavation of local materials . . . 27
Plans and specifications:
Alterations . . . 17
Available on work at all times . . . 22
Conformity with . . . 21
Contents of plans . . . 21
Contract modification . . . 21
Coordination of . . . 22
Errors or omissions . . . 22
Examination of . . . 8
Intent of . . . 22
Interpretation of . . . 22
Plans . . . 5
Plant inspection . . . 37
Plantmix:
Bituminous open-graded surface (see also Bituminous open-graded surface) . . . 169, 496
Bituminous pavements (see also Pavements, bituminous plantmix) . . . 147
Bituminous surface (see also Bituminous plantmix surface) . . . 163, 495
Plantmixing miscellaneous areas . . . 159
Plants, landscaping . . . 115, 543
Plastic pipe . . . 315
Plates:
Galvanizing of . . . 521, 527
Steel . . . 271, 513
Pneumatic tired compactors and rollers . . . 92, 156
Pneumatically placed concrete mortar . . . 469
Pollution control . . . 449
Polyvinyl chloride (PVC) pipe . . . 545
Portable precast concrete barrier rail . . . 244, 423
Portland cement concrete (see also Lightweight concrete for structures) . . . 209
Admixtures . . . 209
Aggregates . . . 209, 499
Classifications and proportions . . . 213
Concrete making properties . . . 210
Curing . . . 219
Equipment . . . 213, 216
Gradation requirements . . . 209
Hand mixing . . . 219
Cement used in . . . 471
Machine mixing . . . 217
On-site mixed concrete . . . 217
Pozzolan used in . . . 471, 473
Proportioning methods . . . 216
Ready-mixed concrete . . . 217
Retempering . . . 219
Statistical evaluation of concrete strength . . . 211
Structures (see Concrete structures)
Truck mixer or agitator . . . 217
Portland cement . . . 471
Post-tensioning methods, precast prestressed concrete members . . . 251
Posts:
Cattle guard . . . 353

Posts—*Continued* PAGE
Construction sign . . . 425
Fence . . . 349, 537
Guardrail . . . 531
Object markers and guide . . . 533
Sign . . . 432, 527
Pozzolan used in Portland cement . . . 471, 473
Precast:
Concrete piles . . . 292
Manholes . . . 327
Prestressed concrete members . . . 251
Preconstruction conference . . . 61
Preformed elastomeric joint seal . . . 237
Premixed bituminous paving material . . . 171
Prequalification of bidders and contractors . . . 7
Prestressed concrete members . . . 251
Preservative treatments for timber . . . 345
Prime coat . . . 179
Profilograph . . . 163, 169, 199
Progress of work, prosecution and . . . 53
Progress schedule . . . 55
Property marks, protection and restoration of . . . 46
Proposal:
Filing . . . 10
Form, contents . . . 9
Guaranty . . . 10
Irregular . . . 9
Preparation of . . . 9
Public opening of . . . 10
Quantities, interpretation of . . . 8
Rejection of . . . 10, 15
Requirements and conditions . . . 9
Withdrawal or revision of . . . 10
Prosecution and progress of work . . . 53
Protection:
Archeological and paleontological objects and artifacts . . . 32
Existing facilities, landscaping . . . 119
Forest . . . 47
Of work . . . 49
Property and landscape . . . 46
Surface natural resources and improvements . . . 31
Public, convenience and safety . . . 40
Public land, source of material located on . . . 29
Pumping concrete . . . 234

— Q —

Qualification of bidders . . . 7
Qualified products list . . . 27
Quality of materials and source of supply . . . 27
Quantities:
Increased or decreased . . . 17
Interpretation of . . . 8
Measurement of . . . 65

— R —

Rail:
Barrier rail . . . 243, 244
Galvanized guardrail . . . 355, 531
Precast concrete barrier rail . . . 244, 423
Water filled barrier rail . . . 424
Steel structures . . . 271

PAGE

Railroads:
- Contractor's responsibility for property . . . 49
- Inspections . . . 40
- Relations with . . . 40

Ramps, concrete . . . 335
Reflective sheeting . . . 523
Reflectorization of:
- Construction signs . . . 424
- Permanent signs . . . 431

Reflectors:
- Object markers and guide posts . . . 359, 534
- Portable precast concrete barrier rail . . . 244, 424

Reinforcement . . . 517
- Bar steel . . . 517
- Cold-drawn steel wire for spiral reinforcement . . . 518
- Fabricated steel bar or rod mats . . . 517
- Portland cement concrete pavement . . . 192
- Prestressing steel . . . 252, 517
- Welded steel wire fabric . . . 517

Reinforcing steel . . . 265
Relief from maintenance and responsibility . . . 48
Removal of structures and obstructions . . . 83
Removal of:
- Bituminous pavement by cold milling . . . 59, 84
- Bridges . . . 83, 84
- Composite surface . . . 84
- Culverts . . . 58, 83
- Curbs, gutters and sidewalks . . . 59, 83, 366
- Falsework and forms . . . 235
- Fences . . . 58, 83
- Foundations . . . 83, 377
- Guardrail . . . 59, 83
- Objects or disturbances caused by contractor's operations . . . 19
- Pavements . . . 83, 90
- Perishable material . . . 83
- Rubbish . . . 19, 120
- Structure excavation material . . . 99
- Trees, stumps, and roots . . . 81, 349
- Unacceptable and unauthorized work . . . 23
- Unsuitable material . . . 88

Rental of equipment . . . 67, 69, 419
Resident Engineer, authority and duties of . . . 23
Restoration of property and landscape . . . 46
Restrictions, load and speed . . . 24
Retaining walls . . . 455
- Masonry block . . . 455, 457
- Mechanically stabilized earth wall . . . 455, 457

Return of proposal guaranty . . . 15
Right of way:
- Delays . . . 63
- Furnishing of . . . 50

Rights in materials found on work . . . 19
Riprap . . . 331
- Stone . . . 504
- Bedding . . . 332, 505

Roadbed modification . . . 141
Roadside materials . . . 543
- Certificates and samples . . . 543
- Erosion control fabric . . . 545
- Fertilizer, commercial . . . 543
- Humus . . . 544
- Pipe and fittings . . . 545
- Masonry block . . . 546

Roadside materials—*Continued* PAGE
Mulch . . . 544
Plants . . . 545
Seeds . . . 545
Tackifier . . . 545
Topsoil . . . 543
Tree ties . . . 545
Roadway:
Construction, drainage during . . . 89
Failure to maintain . . . 24
Grading . . . 87
Rock cuts in excavating . . . 88
Rock embankment compaction:
Rock embankment placement . . . 90, 91
Rollers and rolling:
Breakdown . . . 155
Cold recycled bituminous surface . . . 172
Finish . . . 156
Grid rollers . . . 92
Plantmix bituminous open-graded surface . . . 169
Plantmix bituminous pavements . . . 155, 159
Plantmix bituminous surface . . . 163
Pneumatic-tired . . . 92, 163
Proof roller . . . 92
Sheepsfoot or tamping . . . 91
Spreading mulch . . . 112
Surface treatment . . . 184
Vibratory . . . 163
Rounded and transition slopes . . . 95
Rubblizing Portland cement concrete pavement . . . 205
Rural clearing . . . 81, 82

— S —

Safety and health provisions . . . 40
Salvage . . . 84
Samples and tests . . . 33
Sand blotter . . . 497
Scales . . . 65
Hopper weight system . . . 66
Plant . . . 152
Platform . . . 65
Schedule, progress . . . 55
Scope of payment . . . 67
Screenings for surface treatment . . . 183
Seal coat . . . 181
Seeding and fertilizing . . . 111
Seeds . . . 543, 545
Shouldering material . . . 145
Sidewalk . . . 335
Signs:
Construction . . . 423
Permanent . . . 431
Traffic signal . . . 406
Sign materials . . . 523
Sign supports . . . 425, 432, 526, 527
Signals, lighting and intelligent traffic systems . . . 363
Ballasts . . . 410
Bonding and grounding . . . 392
Conductors . . . 382
Conduit . . . 378
Construction and material requirements . . . 366
Controllers . . . 393
Emergency vehicle optical detector system . . . 398
Equipment list and drawings . . . 364

Signals, lighting and intelligent traffic systems—*Continued* PAGE
Excavating and backfilling . . . 377
Falsework lighting . . . 412
Fiber optic cable . . . 385
Field tests . . . 412
Flashing beacons . . . 406
Foundations . . . 377
Galvanizing . . . 367
High mast lighting . . . 373
Internally illuminated street name signs . . . 408
Junction boxes . . . 381
Local traffic computer system coordination equipment . . . 396
Luminaires . . . 407, 408
Maintaining existing and temporary electrical systems . . . 365
Mounting brackets . . . 404
Painting . . . 367
Parts lists, instruction sheets and . . . 365
Pedestrian push buttons . . . 402
Pedestrian signals . . . 405
Photoelectric controls . . . 370
Pull boxes . . . 381
Regulations, code and jurisdictional policies . . . 364
Reinstalling salvaged electrical equipment . . . 367
Removing and replacing improvements . . . 366
Salvaging electrical equipment . . . 366
Scheduling of work . . . 365
Service locations and installations . . . 368
Sign fixtures, high pressure sodium and metal halide . . . 408
Sign switches . . . 408
Signal housing . . . 402
Solar photovoltaic array . . . 410
Standards and posts . . . 371
Stockpiling salvaged electrical equipment . . . 367
Submittals . . . 364
Time base coordination unit . . . 396
Traffic signal assemblies . . . 402
Transformers . . . 369
Trenching . . . 377
Vehicle detectors . . . 396, 398, 400
Video image detection system . . . 396
Warranties and guarantees . . . 365
Wiring . . . 389
Wood poles . . . 378
Site of work, examination of . . . 8
Slides and slipouts, excavation and removal of . . . 89, 94
Slopes:
Cultivation of . . . 111
Excavation and embankment . . . 88
Paving, concrete . . . 333
Rounded and transition . . . 95
Slotted corrugated metal pipe drains . . . 314
Slurry cement backfill . . . 101
Sources of local material . . . 27, 29
Special provisions:
Coordination of plans, specifications, supplemental specifications, and . . . 22
Specialty items . . . 54
Specifications:
Cited specifications . . . 36
Conformity with . . . 21
Coordination of . . . 22
Examination of . . . 8
Speed restrictions, load and . . . 24, 58
Splices, reinforcing steel . . . 268

PAGE
Sprinklers . . . 123, 127
Stainless steel bolts . . . 513
Stakes, construction, lines and grades . . . 23
Staking and guying of plants . . . 118
State-furnished materials . . . 37
Steel (see also Steel structures):
  Guardrail materials . . . 531
  Piles . . . 292, 515
  Pipe for posts:
    Fence . . . 537
    Sign . . . 526, 527
  Prestressing . . . 254, 517
  Reinforcing . . . 265, 517
  Sheets, for object markers and guide posts . . . 533
  Shell for piles . . . 292, 515
Steel structures . . . 271
  Bearing and anchorage . . . 285
  Bolts and bolted connections . . . 271, 273
  Field assembly . . . 285
  Inspection and testing of . . . 272
  Marking and shipping . . . 284
  Painting . . . 284, 285
  Piles . . . 292
  Plates, edge planing . . . 276
    Surface finish . . . 276
  Punching, subpunching, drilling and reaming . . . 273
  Railing . . . 271
  Shear stud connectors . . . 276
  Shop assembly . . . 275
  Shop drawings . . . 272
  Storage of structural material . . . 273
  Stress relieving, annealing and . . . 283
  Welding . . . 277
Stone for riprap . . . 504
Storage of:
  Explosives . . . 46
  Materials . . . 37
Straw mulch . . . 544
Striping (see Pavement markings)
Strip seal expansion joints . . . 223, 238
Structural steel . . . 513
  High strength bolts . . . 513
  Painting . . . 339
  Stainless steel bolts . . . 513
  Tubing . . . 513
Structural timber, quality requirements for . . . 529
Structures, concrete . . . 223
Structure excavation . . . 99
Subcontractor . . . 6, 53
  Claims against . . . 46
  Contract, subletting . . . 53
  Contractor's liability for claims against . . . 53
  Payroll and statement of compliance, submission . . . 39
Subgrade . . . 6
Subletting of contract . . . 53
Subsurface information . . . 8
Superintendent . . . 6, 22
Supplemental agreement . . . 6, 17
Supplemental notice . . . 6
Supplemental specifications . . . 8
Supply of materials, source and quality . . . 27
Surface tolerances . . . 164, 169, 174, 199, 239
Surface treatment . . . 183

PAGE
Surfaces opened by permit, restoration of . . . 39
Surfacing:
Bituminous plantmix pavements . . . 147, 163, 169
Surplus excavated material . . . 88
Survey monuments . . . 361
Suspension of work :
Contractor's responsibility during . . . 49
Temporary . . . 60

— T —

Tack coat . . . 177
Tackifier used as tie-down for mulch . . . 112
Taxes, permits, licenses and privilege . . . 39
Temporary impact attenuators . . . 424
Temporary pollution control . . . 449
Temporary suspension of work . . . 60
Termination of contract and contractor's responsibility . . . 62, 63
Terms and definitions . . . 1
Test methods for:
Aggregates for bituminous courses . . . 495
Aggregates for Portland cement products . . . 499
Base aggregates . . . 491
Bituminous materials . . . 475
Compaction of rock embankment . . . 91
Elastomeric concrete . . . 223
Joint material . . . 507
Lightweight concrete . . . 261
Load testing . . . 290
Materials . . . 33
Paints . . . 519
Pavement marking film . . . 567
Plant materials . . . 115
Portland cement concrete . . . 211
Portland cement concrete pavement . . . 187
Prestressing reinforcement and anchorages for concrete . . . 517
Sign materials . . . 525
Supply lines, irrigation systems . . . 128
Traffic paint . . . 554
Water . . . 535
Test piles . . . 291
Testing methods by Department of Transportation . . . 36
Thermoplastic marking material . . . 443, 567
Thickness requirements, concrete pavements . . . 202
Timber materials . . . 529
Certificates of inspection . . . 529
Grades . . . 529
Hardware . . . 530
Inspection of timber . . . 347
Paint for . . . 519
Painting . . . 344
Preservative treatments for . . . 346
Preservatives . . . 529
Quality requirements . . . 529
Salvage . . . 85
Species . . . 529
Timber piles . . . 293
Timber posts:
Guardrail posts . . . 355, 529
Sign posts . . . 527
Wood posts . . . 537
Time:
Award of contract . . . 15

Time—*Continued* PAGE
Commencement of work . . . 55
Completion of contract . . . 61
Contract time, defined . . . 3
Extension of contract . . . 47, 61
Tolerances:
Aggregates, type 2, class A . . . 134
Cold recycled bituminous surface . . . 174
Drilled shaft foundations . . . 299
Plantmix bituminous surface . . . 164
Plantmix open-graded surface . . . 169
Precast prestressed concrete members . . . 258
Riding, Portland cement concrete pavements . . . 199
Topsoil . . . 111, 117, 543
Traffic beads . . . 435, 436, 447, 567
Traffic control:
Construction signs . . . 423
Maintenance of traffic . . . 18, 57
Permanent signs . . . 431
Public convenience and safety . . . 40
Traffic control supervisor . . . 40, 420
Traffic paint . . . 553
Trees and shrubs . . . 115, 126
Tremie for concrete deposited under water . . . 234
Trenches, backfilling . . . 101
Truck mixers or agitators, Portland cement concrete . . . 217
Truck-mounted impact attenuators . . . 424
Tubing . . . 513, 515

— U —

Unacceptable and unauthorized work . . . 23
Unacceptable materials . . . 37
Underdrains . . . 323
Uniformed traffic control officer . . . 420
Unsuitable material:
Excavation and embankment . . . 88
Removal of . . . 19, 47
Unsuitable weather, temporary suspension of work due to . . . 60
Urban clearing . . . 81, 82
Utility property and services:
Contractor's responsibility for . . . 49
Cooperation of contractor with . . . 22
Restoration of surfaces opened by permit . . . 39

— V —

Value engineering proposals . . . 25
Valve boxes, irrigation systems . . . 124
Vehicular impact attenuators . . . 424, 461
Vibrators for concrete structures . . . 232
Vibrators for Portland cement concrete pavement . . . 189

— W —

Wages and conditions of employment . . . 77
Waiver of legal rights . . . 50, 62
Warning lights . . . 423
Warranties, manufacturer's . . . 27
Washers . . . 274, 514, 527, 530, 531
Water . . . 535
Meters . . . 65
Pollution control . . . 449
State-owned, for irrigation systems . . . 119

PAGE
Water Filled Barrier Rail 424
Watering 109
Waterproofing, dampproofing and crack sealing 463
Weakened plane joints, Portland cement concrete pavements 195
Weather conditions, temporary suspension of work due to 60
Weighing of materials 65
Welded shear stud connectors 276
Welded and seamless carbon steel structural tubing 513
Welded seamless steel pipe 513
Welded steel wire fabric reinforcement 517
Welding materials 515
Welding steel structures 277
Widening cuts 93
Wire, fence 349, 538
Withdrawal or revision of proposals 10
Wood posts (see also Timber posts) 527, 531, 537
Work 6
- Cancellation of work from contract 17
- Change in character of work 17, 25
- Character of workers; methods and equipment 60
- Completion of portions of the work 49
- Contractor's responsibility for 49
- Control of 21
- Day 6
- Default and termination of contract 62
- Extra 68
- Failure to complete on time 62
- Force account 68
- Limitation of operations 23, 57
- Measurement and payment 65
- Notice to proceed 55
- Prosecution and progress 53
- Rejection of work 23
- Scope of 17
- Subletting of contract 53
- Suspension of work 18, 21, 23
- Temporary suspension of 60

Working day 6, 56
Working drawings 6, 21
Workers, character of 60
Woven wire 350, 538